CARROSSERIE

MAN
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BX

(D) Achtung ! Wichtiger Punkt oder Fehlerquelle
(DK) Pas på ! Vigtigt punkt eller fejlmulighed
(E) Atención ! Punto importante o posible dificultad
(GB) Caution ! Important detail or possible trap
(I) Attenzione ! Punto importante o possibilita' di errore
(NL) Let op ! Belangrijk punt, kan gemakkelijk fout gaan !
(P) Atençaõ ! Ponto importante ou complicaçaõ possivel
(S) Varning ! Viktigt arbets moment eller moslighet till misstag

(F) Attention ! Point important ou piège possible

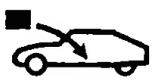
(D) Darauf achten, dass keine Teile herunterfallen oder abspringen
(DK) Risiko for at delene falder ud eller forskubber sig
(E) Riesgo de caida o de proyección de piezas
(GB) Parts may drop orspring out
(I) Rischio di caduta o di proiezione di pezzi
(NL) Kans op naar beneden vallen of wegspringen van onderdelen
(P) Risco de queda ou de projecçaõ de peças
(S) Risk for att delar faller ned eller spritter ut

(F) Risque de chute ou de projection de pièces

(D) Unbedingt Spezialschrauben verwenden
(DK) Special - skruer skal anvendes
(E) Empleo imperativo de tornillos especiales
(GB) Use of special fixing - hardware essential
(I) Uso obbligatorio di bulloneria speciale
(NL) Uitluitend speciale bouten gebruiken
(P) Utilizaçaõ imperativa de parafusos ou porcas especiais
(S) Specialskruv måste ovillkorligen användas

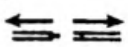
(F) Emploi impératif de visserie spéciale

(D) Arbeitsvorgang, falls erforderlich durchführen
(DK) Arbejdsoperation der udføres hvis de ter nødvendigt
(E) Operación a efectuar si es necesario
(GB) Operation to be carried out if necessary
(I) Operazione da effettuare se necessario
(NL) Indien noodzakelijk, handeling uitvoeren
(P) Operaçaõ a effectuar se necessario
(S) Arbetsmoment/arbete att utföra vid behov
(F) Opération à effectuer si nécessaire

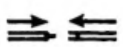
	(D) Rechts (R) (DK) Højre (E) Derecho (GB) Right	(I) Destro (NL) Rechts (P) Direita	(S) Höger (F) Droite
	(D) Links (L) (DK) Venstre (E) Izquierdo (GB) Left	(I) Sinistro (NL) Links (P) Esquerda	(S) Vänster (F) Gauche
	(D) Oben (DK) Opad (E) Alto (GB) UP	(I) Alto (NL) Boven (P) Cima	(S) Uppåt (F) Haut
	(D) Unten (DK) Nedad (E) Bajo (GB) Down	(I) Basso (NL) Onder (P) Baixo	(S) Nedåt (F) Bas
	(D) Hinten (DK) Bag (E) Trasero (GB) Rear	(I) Dietro (NL) Achter (P) Atrás	(S) Bak (åt), bakre (F) Arrière
	(D) Vorn (DK) For (E) Delantero (GB) Front	(I) Avanti (NL) Voor (P) Frente	(S) Fram (at), främre (F) Avant
	(D) Ausbau, Ausbauen (DK) Fjernelse, Fjerne (E) Quitado, Quitar (GB) Removal, Remove	(I) Stacco, Staccare (NL) Verwijder, Uitbouwen (P) Desmontagem, Desmontar	(S) Demontering, Demontera (F) Dépose - Déposer
	(D) Einbau, Einbauen (DK) Anbringelse, Anbringe (E) Colocación, Poner (GB) Fitting, Fit	(I) Riattacco, Riattaccare (NL) Monteer, Inbouwen (P) Montagem, Montar	(S) Återmontering, Återmontera (F) Pose - Poser

(D) Zerlegen
(DK) Afmontering, Afmontere
(E) Desmontaje, Desmontar
(GB) Dismantling, Dismantle
(I) Smontaggio, Smontare
(NL) Demontage, Demonteren
(P) Desarmar
(S) Isärtagning - Tag isär
(F) Démontage - Démonter

(D) Zusammenbau
(DK) Påmontering, Påmontere
(E) Montaje, Montar
(GB) Assembly, Assemble
(I) Montaggio, Montare
(NL) Montage, Monteren
(P) Armar
(S) Hopsättning - Sätt ihop
(F) Montage - Monter



(D) Lösen
(DK) Samle
(E) Desconectar
(GB) Disconnect
(I) Disinnestare
(NL) Losmaken
(P) Desligar
(S) Koppla bort
(F) Déconnecter



(D) Verbinden
(DK) Adskille
(E) Conectar
(GB) Connect
(I) Innestare
(NL) Aan elkaar maken
(P) Ligar
(S) Koppla in
(F) Connecter

(D) Die Drehung oder Übertragung muss ohne Hartpunkt erfolgen
(DK) Sørg for at drejningen eller bevaegelsen sker jaevnt og ensartet
(E) Asegurarse de que la rotación o la translación se efectua sin punto duro
(GB) Ensure that the rotation or movement is without tight spots
(I) Assicurarsi che la rotazione o la translazione avvenga senza sforzo
(NL) Controleer of het draaien of de overbrenging zonder zwaar punt verloopt
(P) Certificar-se que a rotaçãõ ou a translaçãõ se efectua sem ponto duro
(S) Kontrollera att runtdragningen eller manövreringen kan ske utan kärvning
(F) S'assurer que la rotation ou la translation s'effectue sans point dur

(D) Anschrauben. 1 = Anzahl der umdre Umdrehungen. 180° = Einstellwinkel
(DK) Skrue I. 1 = Antal omdrejninger. 180° = Drejningsvinkel
(E) Roscar. 1 = Número de vueltas. 180° = Angulo que se debe efectuar
(GB) Screw In. 1 = Number of turns. 180° = Angular value
(I) Avvitare. 1 = Numero di giri. 180° = Rotazione da effettuare
(NL) Aandraaien. 1 = Aantal slagen. 180° = In te stellen hoek
(P) Aparafusar. 1 = Número de voltas. 180° = Ângulo a efectuar
(S) Skruva In. 1 = Antal Varv. 180° = Antal grader
(F) Visser - 1 = Nombre de tours. 180° = Angle à effectuer

(D) Losschrauben. 1 2»Anzahl der umdrehungen. 180°=Einstellwinkel
(DK) Skrue løs. 1=Antal omdrejninger. 180°=Drejningsvinkel
(E) Desenroscar. 1=Número de vueltas. 180°=Angulo que se debe efectuar
(GB) Unscrew. 1=Number of turns. 180°=Angular value
(I) Svitare. 1=Numero di giri. 180°=Rotazione da effettuare
(NL) Losdraaien. 1=Aantal slagen. 180°=In te stellen hoek
(P) Desaparafusar. 1=Número de voltas. 180°=Ângulo a efectuar
(S) Skruva ut. 1=Antal varv. 180°=Antal grader

(F) Dévisser - 1=Nombre de tours. 180°=Angle à effectuer

(D) Verbot. Nicht verwenden oder wiederverwenden
(DK) Forbud. Må ikke anvendes eller genbruges
(E) Prohibido. No utilizar o volver a utilizar
(GB) Prohibited. Dot not use or reuse
(I) Proibizione. Non usare o riutilizzare
(NL) Verboden. Niet gebruiken of niet opnieuw gebruiken
(P) Proibido. Não utilizar ou reutilizar
(S) Förbud. Använd eller återanvänd ej

(F) Interdiction - Ne pas utiliser ou réutiliser

(D) Federring
(DK) Fjederskive
(E) Arandela Grower
(GB) Spring washer
(I) Rondella Grower
(NL) Veerring
(P) Anilha de pressão
(S) Grower - Bricka
(F) Rondelle Grower

(D) Geriffelte Scheibe
(DK) Kontakt Skive
(E) Arandela de Contacto
(GB) Contact washer
(I) Rondella a Contatto
(NL) Uitwendig Vertandering
(P) Anilha de Contacto
(S) Kontaktbricka
(F) Rondelle Contact

(D) Zahnscheibe
(DK) Stjerneskive
(E) Arandela Estrellada
(GB) Serrated washer
(I) Rondella a Ventaglio
(NL) Uitwendig Getande Ring
(P) Anilha Recartilhada
(S) Solfjäderbricka
(F) Rondelle Éventail

(D) Flachscheibe
(DK) Flad Skive
(E) Arandela Plana
(GB) Flat washer
(I) Rondella Piatta
(NL) Platte Ring
(P) Anilha Chata
(S) Planbricka
(F) Rondelle Plate

(D) Anzahl der Schraubverbindungen. Schrauben, Muttern, Stiftschrauben usw
(DK) Antal dele I skruesamlingen
(E) Cantidad de elementos de tornillería : tornillos, tuerca, espárrago, etc.
(GB) Number of threaded components: screw, nut, stud, etc.
(I) Numero di elementi di bulloneria, viti, dadi, prigionieri, ecc
(NL) Aantal : bouten, moeren, tapeinden enz...
(P) Número de elementos de parafusos ou porcas, porca, perno, etc.
(S) Antal förskruvningspunkter : skruv, mutter, pinnbult, etc.

(F) Nombre d'éléments de visserie : vis, écrous, goujons, etc.

(D) Sichern oder Entsichern je nach fall
(DK) Låse eller frigøre
(E) Frenar o quitar el freno, según el caso
(GB) Lock or unlock as appropriate
(I) Bloccare o sbloccare, secondo i casi
(NL) Borgen of borg verwijderen
(P) Travar ou destravar conforme o caso
(S) Lås eller avlägsna låsningen

(F) Freiner ou défreiner suivant le cas

(D) Nur Neuteile verwenden
(DK) Ny del skal anvendes
(E) Empleo imperativo de una pieza nueva
(GB) Use of new part essential
(I) Uso obbligatorio di un pezzo nuovo
(NL) Noodzakelijk een nieuw onderdeel te gebruiken
(P) Utilização imperativa duma peça nova
(S) Ny del måste ovill korligen användas

(F) Emploi impératif d'une pièce neuve

(D) Schmieren
(DK) Smøre
(E) Aceitar
(GB) Oil
(I) Oliare
(NL) Olien
(P) Olear
(S) Anolja
(F) Huiler

(D) Reinigen... (je nach eventueller Markierung, siehe tabelle der Klebe-, Schmier- und Dichmittel)
(DK) Rengøre med...
(E) Limpiar... (siguiendo lo señalado eventualmente, ver cuadro de productos)
(GB) Clean... (according to symbol, if present, see table of recommandations)
(I) Pulire... (secondo eventuale riferimento, vedere tabella ingredienti)
(NL) Reinigen... (zoals aangegeven, zie lijst met benodigdheden)
(P) Limpar... (conforme marca eventual, ver quadro ingredientes)
(S) Rengör... (enligt eventuell märkning, se listan över olika produkter)

(F) Nettoyer .. (suivant repère éventuel, voir tableau ingrédients)

(D) Mit... schmieren (gemäss markierung, siehe Tabelle der Klebe-, Schmier- und Dichtmittel)
(DK) Overstryge med...
(E) Untar con... (siguiendo lo señalado, ver cuadro de productos)
(GB) Smear with... (according to symbol, see table of recommendations)
(I) Spalmare di... (secondo riferimento, vedere tabella ingredienti)
(NL) Insmeren met... (zoals aangegeven, zie lijst met benodigdheden)
(P) Untar com... (conforme marca, ver quadro ingredientes)
(S) Bestryk med... (enligt märkning, se listan över olika produkter)
(F) Enduire de... (suivant repère, voir tableau ingrédients)

OK

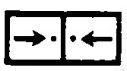
(D) Gut
(DK) God
(E) Bueno
(GB) Serviceable
(I) Buono
(NL) Goed
(P) Bom
(S) Korrekt
(F) Bon

(D) Siehe...
(DK) Se..., henvisning til ..
(E) Ver..., dirigirse a ..
(GB) See..., refer to...
(I) Vedere ..., riportarsi a...
(NL) Zie..., verwijzen naar ..
(P) Ver..., reportar- se a...
(S) Se..., gå tillbaka till...
(F) Voir..., se reporter à...

(D) Sichtprügunf oder Prü-fung mit der Hand
(DK) Kontrollere visuelt eller manuelt
(E) Controlar visualmente o manualmente
(GB) Check visually or physically
(I) Controllare visivamente o manualmente
(NL) Visuele of handmatige controle
(P) Controlar visual ou manualmente
(S) Gör en manuell kontroll eller en okulärkontroll
(F) Contrôler visuellement ou manuellement

(D) Mit einem messgerät prüfen
(DK) Kontrollere med måleinstrument
(E) Controlar con un instrumento
(GB) Check with a measuring instrument
(I) Controllare con uno strumento
(NL) Controleren met een instrument
(P) Controlar com um instrumento
(S) Kontrollera med instrument
(F) Contrôler avec un instrument

(D) Mehrere Zusammenbaum oglichkeiten (1 ; 2 ; 3...)
(DK) Flere monteringsmuligheder (1 . 2 . 3. .)
(E) Varios montajes posibles (1 ; 2 3)
(GB) Several assembly possibilities (1. 2. 3)
(I) Diversi montaggi possibili (1 . 2 ; 3)
(NL) Verschillende mogelijkheden voor montage (1 ; 2 . 3...)
(P) Várias montagens possíveis (1 ; 2 ; 3 ..)
(S) Flera monteringsut föranden förekommer (1 ; 2 . 3..)
(F) Plusieurs montages possibles (1 - 2 - 3)



(D) Markieren. Beim Wiedereinbau auf Zugehörigkeit der Teile achten
(DK) Afmœrke. Ved genmontering skal delenes rette sammenpasning respekteres
(E) Señalar. Respetar el apareado de las piezas para el nuevo montaje
(GB) Mark. The parts must be kept paired for re-assembly
(I) Segnare. Rispettare l'accoppiamento dei pezzi per il rimontaggio
(NL) Merken. Let op, de onderdelen horen bij elkaar
(P) Marcar. Respeitar o acasalamento das peças apra armá- las
(S) Mark ut Respektera delarnas markning vid atermonte ringen
(F) Repérer - Respecter l'appariement des pieces pour le remontage

(D) Einstellen
(DK) Justere
(E) Regular
(GB) Adjust
(I) Regolare
(NL) Afstellen
(P) Afinar
(S) Stall in
(F) Régler

(D) Abstand, Spiel
(DK) Spil
(E) Juego
(GB) Clearance
(I) Gioco
(NL) Speling
(P) Folga
(S) Spel
(F) Jeu

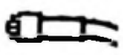
(D) Einbau durch Pressen, Vorspannen oder genaues Einpassen
(DK) Montere under spaending
(E) Montaje con esfuerzo, precarga o apriete ajustado
(GB) Assembly force fit, with preload or interference fit
(I) Montaggio forzato, precarico o accoppiamento serrato
(NL) Montage onder spanning, voorspanning of klems panning
(P) Armar em esforço, précarga ou encaixe apertado
(S) Montering med forspanning, presspassning eller ihoptryckt
(F) Montage sous contrainte, précharge ou emmanchement serré

(D) Leicht anziehen
(DK) Skrue sammen uden fastspaending
(E) Aproximar sin apretar
(GB) Screw up without tightening
(I) Avvicinare senza serrare
(NL) Aandraaien zonder vast te zetten
(P) Aconchegar sem apertar
(S) Skruva i utan att dra åt
(F) Approcher sans serrer

(D) Vorgeschriebenes Anziehdrehmoment
(DK) Tilspændingsmoment skal overholdes
(E) Par de apriete que se debe respetar imperativamente
(GB) Observation of tightening torque essential
(I) Coppia di serraggio da rispettare obbligatoriamente
(NL) Voorgeschreven aanhaalspanning aanhouden
(P) Aperto a respeitar imperativamente
(S) Åtdragningsmoment som ovillkorligen måste respekteras
(F) Couple de serrage à respecter impérativement

(D) Hartlöten
(DK) Lodde
(E) Soldar con metal
(GB) Braze
(I) Brasare
(NL) Solderen
(P) Soldar a metal
(S) Löd
(F) Braser

(D) Schweissnaht
(DK) Svejsesøm
(E) Cordón de soldadura
(GB) Fillet of weld
(I) Cordone di saldatura
(NL) Lasrups
(P) Cordão de soldadura
(S) Svetssträng
(F) Cordon de soudure



(D) Lochpunktschweissen
(DK) Stubsvejsning
(E) Soldadura por puntos de "tapón"
(GB) Plug weld
(I) Saldatura con punti "a tappo"
(NL) Proplassen
(P) Soldadura por pontos "tampão"
(S) Pluggsvetsning
(F) Soudage par points "bouchon"

(D) Unterbodenschutzmittel auftragen
(DK) Påfre undervognsbeskyttelse
(E) Aplicar un producto de protección de bajos de caja
(GB) Apply underbody protection
(I) Applicare un prodotto protettivo al sottoscocca
(NL) Beschermlaag onder carrosserie aanbrengen (undercoting)
(P) Aplicar um produto de protecçaõ sob a carroçaria
(S) Anbringa skyddsmassa på underredet

(F) Appliquer un produit de protection sous caisse

(D) Auf der Prüfbank bei Ausgebauten mechanischen Teilen
(DK) På opretterbænk, uden mekaniske komponenter
(E) Paso por el banco sin mecánica
(GB) Check on jig without mechanical components in place
(I) Passaggio sul piano senza la meccanica
(NL) Op richtbank zonder mechanisch gedeelte
(P) Passagem no banco sem mecanica
(S) Montering i riktbänk med mekaniska detaljer borttagna

(F) Passage au banc sans mécanique

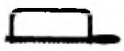
(D) Auf der Prüfbank bei Ausgebauten hinteren mechanischen Teilen
(DK) På opretterbænk, uden mekaniske komponenter, bagtil
(E) Paso por el banco sin mecánica trasera
(GB) Check on jig without rear mechanical components in place
(I) Passaggio sul piano senza la meccanica posteriore
(NL) Op richtbank zonder achterste mechanisch gedeelte
(P) Passagem no banco sem mecanica atrás
(S) Montering i riktbänk med bakre mekaniska detaljer borttagna

(F) Passage au banc sans mécanique arrière

(D) Auf der Prüfbank mit Ausgebauten vorderen mechanischen Teilen
(DK) På opretterbænk, uden mekaniske komponenter, fortil
(E) Paso por el banco sin mecánica delantera
(GB) Check on jig without from mechanical components in place
(I) Passaggio sul piano senza la meccanica anteriore
(NL) Op richtbank zonder voorste mechanisch gedeelte
(P) Passagem no banco sem mecanica a frente
(S) Montering i riktbäng med främre mekaniska detaljer borttagna

(F) Passage au banc sans mécanique avant

(D) Auf der Prüfbank bei Eingebauten mechanischen Teilen
(DK) På bænk, med mekaniske komponenter
(E) Paso por el banco con mecánica
(GB) Check on jig, complete vehicle
(I) Passaggio sul piano con la meccanica
(NL) Op richtbank met mechanisch gedeelte
(P) Passagem no banco com mecanica
(S) Montering i riktbänk med mekaniska detaljer kvar på vagnen
(F) Passage au banc avec mécanique



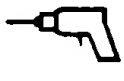
(D) Von Hand Sägen
(DK) Manuel savning
(E) Serrado manual
(GB) Cut with a hand saw
(I) Taglio manuale
(NL) Doorknippen met handschaar
(P) Serração manual
(S) Manuell Sågning
(F) Sciage manuel

(D) Mit der Kreissäge trennen
(DK) Save med rundsav
(E) Serrado con sierra circular
(GB) Cut with a circular saw
(I) Taglio con sega circolare
(NL) Doorzagen met cirkelzaag
(P) Serração com serra circular
(S) Sågning med kapskiva
(F) Sciage avec scie circulaire

(D) Mit der Stichsäge trennen
(DK) Save med stiksav
(E) Serrado con sierra alternativa
(GB) Cut with a power jig-saw
(I) Taglio con sega a svolgere
(NL) Snijden met knabbelschaar
(P) Serração com serra vertical
(S) Sågning med sticksåg
(F) Sciage avec scie sauteuse

(D) Mit dem meibel trennen
(DK) Bortmejsle
(E) Cortar con un buril
(GB) Cut with a chisel
(I) Tagliare a scalpello
(NL) Loshakken met beitel
(P) Recortar com buril
(S) Lossa med huggmejsel
(F) Découper au burin

(D) Mit Klemmzangen befestigen
(DK) Fastholde med spænde-tænger
(E) Fijar con pinzas de mordazas
(GB) Fix with sheet-metal clamps
(I) Fissare con pinze morsetto
(NL) Vastzetten met plaatklemmen
(P) Fixar com alicates de pressão
(S) Fäst med plåtklämmor
(F) Fixer par pinces serre-tôles



(D) Bohren
(DK) Bore
(E) Taladrar
(GB) Drill
(I) Forare
(NL) Doorboren, boren
(P) Furar
(S) Borra
(F) Percer

(D) Anreissen
(DK) Opmærke
(E) Trazar
(GB) Mark out
(I) Tracciare
(NL) Aftekenen
(P) Traçar
(S) Märk ut
(F) Tracer

(D) Glätten
(DK) Planere
(E) Aplanar
(GB) Planish
(I) Spianare
(NL) Vlakken
(P) Planar
(S) Plana
(F) Planer

(D) Kantengleich einstellen
(DK) Tilpasse kant mod kant
(E) Ajustar borde con borde
(GB) Trim edges to butt
(I) Accostare bordo a bordo
(NL) Randen op elkaar afstellen
(P) Ajustar bordo a bordo
(S) Passa in kant-i-kant
(F) Ajuster bord à bord

(D) Hohlraumschutzmittel auftragen
(DK) Hulrum behandles med sprayprodukt
(E) Pulverizar un producto de protección en los cuerpos huecos
(GB) Spray an anti-corrosion product into the box members
(I) Nebulizzare un prodotto protettivo negli elementi scatolati
(NL) Anti-corrosie in holle delen aanbrengen (ML)
(P) Pulverizar um produto de protecção nos corpos ocos
(S) Spruta in rostskyddsmedel i balkarna
(F) Pulvériser un produit de protection dans les corps creux

(D) Mit der Blech- oder knabberschere austrennen
(DK) Skær med pladesaks eller klippemaskine
(E) Cortar con la cizalla o con la guillotina
(GB) Cut off with snips or a nibbler
(I) Tagliare con la cesoia o con la scalpello pneumatico
(NL) Afsnijden met schaar of knabbelschaar
(P) Recortar com tesoura grande ou com tesoura roedora
(S) Klipp loss med plåtsax eller såga loss med bågfil
(F) Découper à la cisaille ou à la grignoteuse

(D) Oberflächenbearbeitung mit Zinn oder Epoxyharz
(DK) Samlingen udfyldes med tin eller epoxy-spartelmasse
(E) Superficie par aportaciôn con estaño o con resina epoxy
(GB) Fill using lead or epoxy resin
(I) Superficie con apporto di stagno o di resine epossidiche
(NL) Opvullen met tin of epoxy-hars
(P) Superficie com aplicaçaõ de estanho ou de resina epoxy
(S) Ytan jämnas med tenn eller plastmassa

(F.) Surface par apport d'étain ou de résine epoxy

(D) Auszubauendes Blech abfräsen
(DK) Skilles ved bortslibning af samlekant
(E) Desgrapar por fresado la chapa que se va a desmontar
(GB) Mill out the spotwelds from the panel to be removed
(I) Sgraffare fresando la lamiera da togliere
(NL) Losmaken door slijpen van de te vervangen plaat
(P) Desprender por frezagem a chapa a desmontar
(S) Lossa plåten genom uppborrning av punktsvetsarna

(F) Dégrafer par fraisage de la tôle à déposer

(D) Widerstandspunktschweissen
(DK) Modstandspunktsvejsning
(E) Puntos de soldadura por resistencia
(GB) Resistance spot-welds
(I) Punti di saldatura con resistenza
(NL) Electrisch puntlassen
(P) Pontos de soldadura por resistência
(S) Punktsvetsning
(F) Points de soudure par résistance

(D) Mit Mastix abdichten (siehe Tabelle der Klebe-, Schmier- und Dichtmittel). Nötigenfalls glätten
(DK) Tætningsmasse (sealer) påføres. Glat eventuelt efter
(E) Aplicar una masilla de estanquidad (ver cuadro de productos). Alisar si es necesario
(GB) Apply a mastic sealant (see table of recommendations smooth out if necessary)
(I) Applicare un mastice di tenuta (vedere tabella ingredienti). Lisciare se necessario
(NL) Kit aanbrengen (zoals aangegeven zie lijst met benodigdheden). Eventueel gladstrijken
(P) Aplicar uma massa vedante (ver quadro ingredientes). Alisar se necessário
(S) Anbringa tätningsmassa (se listan över olika produkter). Jämna till vid behov

(F) Appliquer un mastic d'étanchéité (voir tableau ingrédients). Lisser si nécessaire

(D) Mastix-Dichtschnur auftragen
(DK) Anvend rund sealer-streng
(E) Aplicar masilla prensada en redondo
(GB) Apply round preformed mastic-strip
(I) Applicare del mastice presagomato tondo
(NL) Aanbrengen voorgevormde ronde kit
(P) Aplicar massa pré-torcida redonda
(S) Anbringa tätningsmassa i färdigformade strängar med rund profil
(F) Appliquer du mastic préboudiné rond

(D) Dünnen Mastix-Dichtstreifen auftragen
(DK) Anvend flad sealer-streng
(E) Aplicar masilla prensada en plano
(GB) Apply flat preformed mastic strip
(I) Applicare del mastice presagomato piatto
(NL) Aanbrengen voorgevormde vlakke kit
(P) Aplicar massa pré-torcida plana
(S) Anbringa tätningsmassa i färdgformade strängar med -matt profil
(F) Appliquer du mastic préboudiné plat

(D) Stromleitenden Karosserieschutz auftragen
(DK) Påføre svejsegrundfarve
(E) Aplicar impresión conductora
(GB) Apply conductive welding primer
(I) Applicare uno strato conduttore
(NL) Aanbrengen van stroomgeleidende vloeistof
(P) Aplicar impressão condutora
(S) Anbringa en svetsprimer
(F) Appliquer impression conductrice

(D) Reinigen oder abbeizen
(DK) Rengøre eller rense
(E) Limpiar o decapar
(GB) Clean or scour
(I) Pulire o decapare
(NL) Reinigen of ontvetten
(P) Limpar ou decapar
(S) Rengör eller avfetta
(F) Nettoyer ou décaper

(D) Mit der Schruppscheibe bearbeiten
(DK) Slibe medhård skive
(E) Esmerilar con disco duro
(GB) Grind with a hard disc
(I) Molare con disco abrasivo
(NL) Slijpen met harde schijf
(P) Desbastar com disco duro
(S) Slipa med hård skiva
(F) Meuler avec disque dur

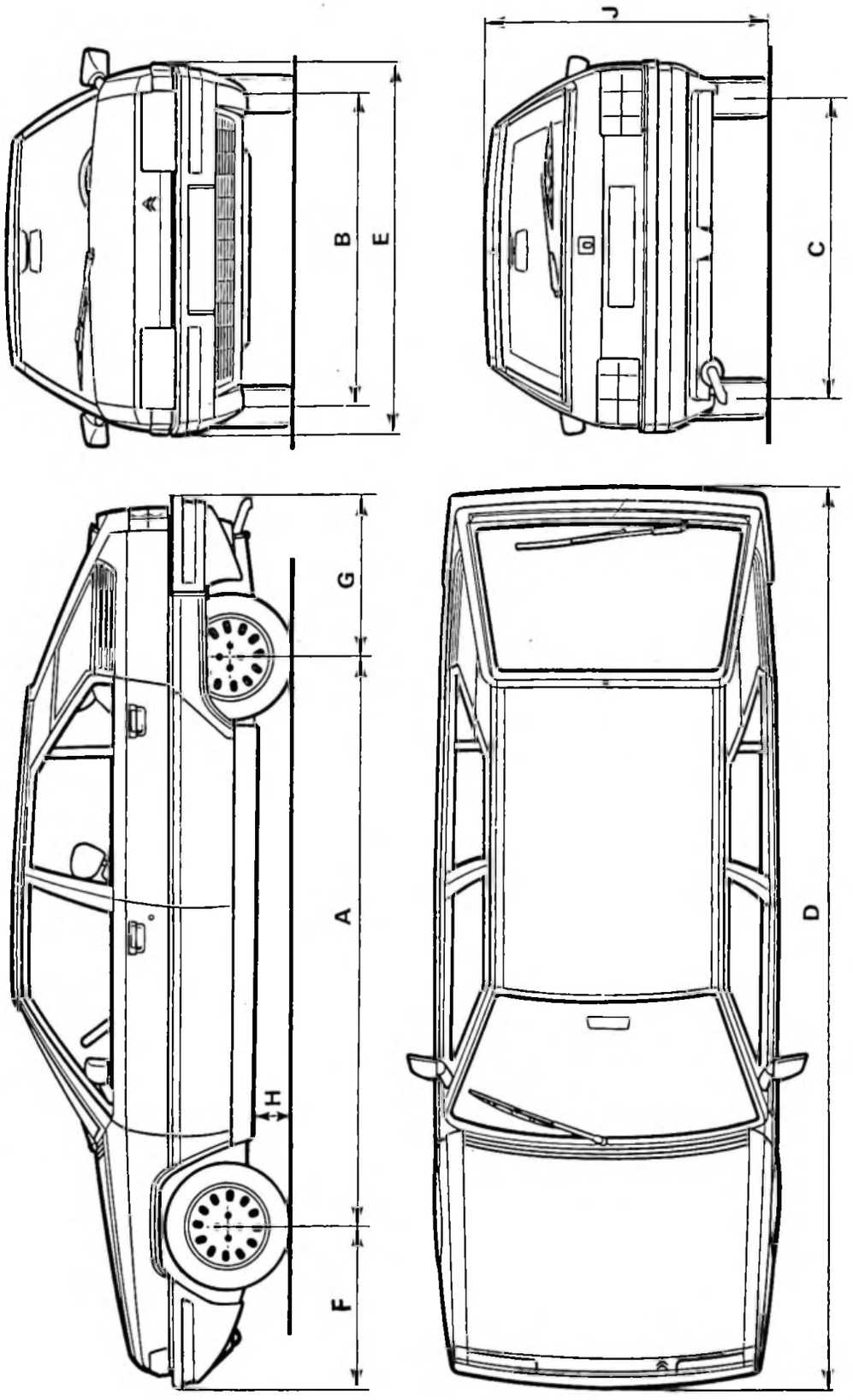
(D) Mit elasticher Schleifscheibe bearbeiten
(DK) Polere med blød skive
(E) Lijar con disco flexible
(GB) Sand with a flexible disc
(I) Levigare con tampone morbido
(NL) Polijsten met zachte schijf
(P) Polir com disco flexivel
(S) Slipa med hård skiva
(F) Poncer avec disque souple

Numéro de l'Opération	DESIGNATION
XB. 000	Caractéristiques générales - Identification - Points de levage et remorquage
XB. 03 Carrosserie	Ingrédients préconisés

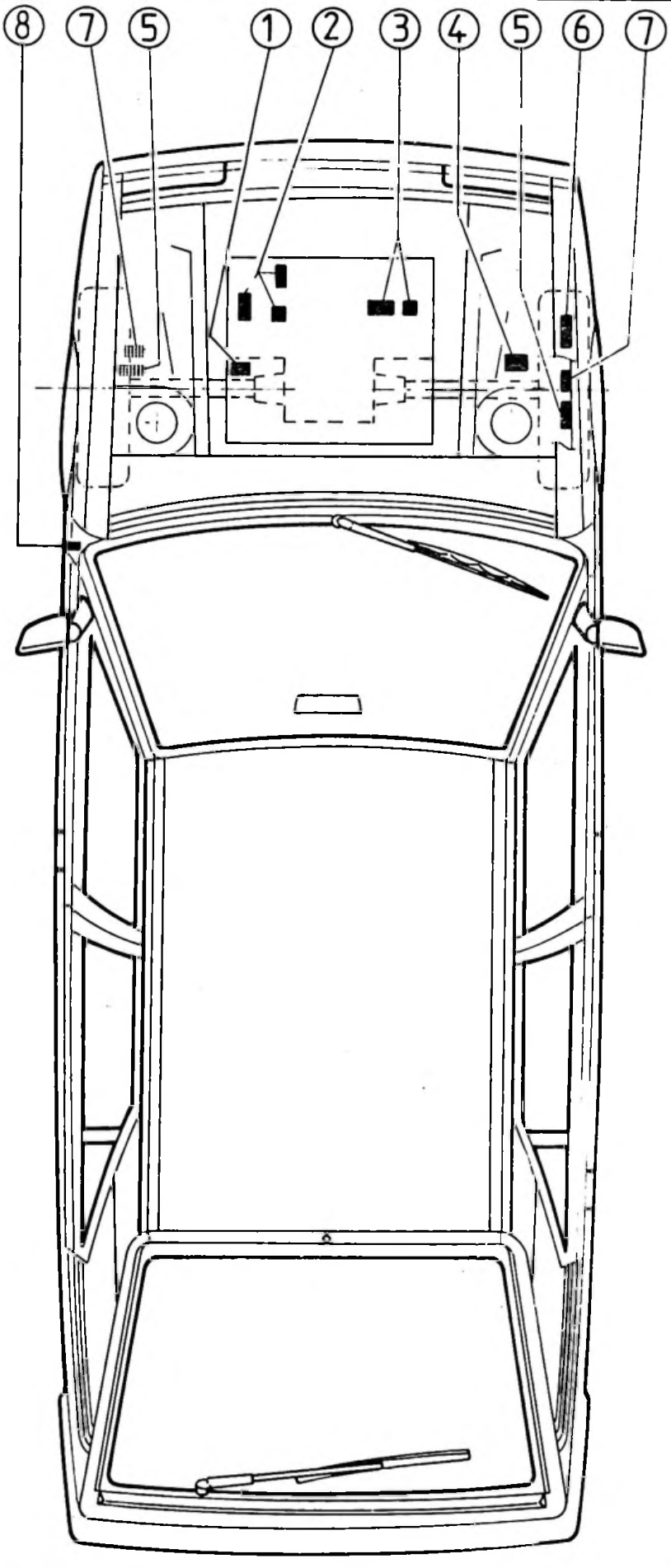
CARACTÉRISTIQUES GÉNÉRALES
IDENTIFICATION
POINTS DE LEVAGE ET DE REMORQUAGE

CARACTERISTIQUES GÉNÉRALES

	BX	BX 14 E BX 14 RE	BX 16 RS BX 16 TRS	BX 19 D - BX 19 RD BX 19 TRD
Appellation commerciale	XB série XA	XB série XD	XB série XB	XB série XC
Désignation Mines	6 CV	7 CV	7 CV	6 CV
Puissance administrative	XA	XD	XB	XC
Symbole usine (type garantie)	Sept. 82	Sept. 82	Sept. 82	Sept. 83
Date de sortie	5	5	5	5
Nombre de places				
Dimensions				
A : Empattement	2,655 m			
B : Voie avant	1,410 m			
C : Voie arrière	1,354 m			
D : Longueur hors tout	4,230 m			
E : Largeur hors tout	1,660 m			
F : Porte à faux avant	0,822 m			
G : Porte à faux arrière	0,753 m			
H : Garde au sol en position normale route	0,160 m			
J : Hauteur hors tout en position normale route	1,358 m			
Poids				
Poids à vide en ordre de marche	900 kg		950 kg	980 kg
sur l'essieu avant	543 kg		577 kg	613 kg
sur l'essieu arrière	357 kg		373 kg	367 kg
Poids total autorisé en charge	1380 kg		1430 kg	1480 kg
sur l'avant *(maximum)*	720 kg		760 kg	820 kg
sur l'arrière *(maximum)*	680 kg		690 kg	690 kg
Poids total roulant autorisé	2380 kg		2530 kg	2580 kg
Poids maximum remorquable *(avec frein)*	1000 kg		1100 kg	1100 kg
Poids maximum remorquable *(sans frein)*	450 kg		475 kg	495 kg
Poids maximum sur la flèche	60 kg		70 kg	70 kg
Poids maximum sur la galerie	75 kg		75 kg	75 kg
Volume du coffre	444 dm³			
Volume total de chargement banquette rabattue		1402 dm³		
Volume de chargement à hauteur des glaces arrière		907 dm³		



BX 80-7


8
7
5
1
2
3
4
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6
7

④

AUTOMOBILES CITROEN

VF7XBXB0000XB0001

1430
2530
1—760
2—690

PLAQUE de CONSTRUCTEUR

⑧

A M
83

ANNEE MODELE

⑥

VF7XBXB0000XB0001

REPORT du Nº d'ORDRE
de la PLAQUE CONSTRUCTEUR

①

2BL03
000022

AUTO COLLANT
IDENTITE de B.V. **(TOUS TYPES)**

⑦

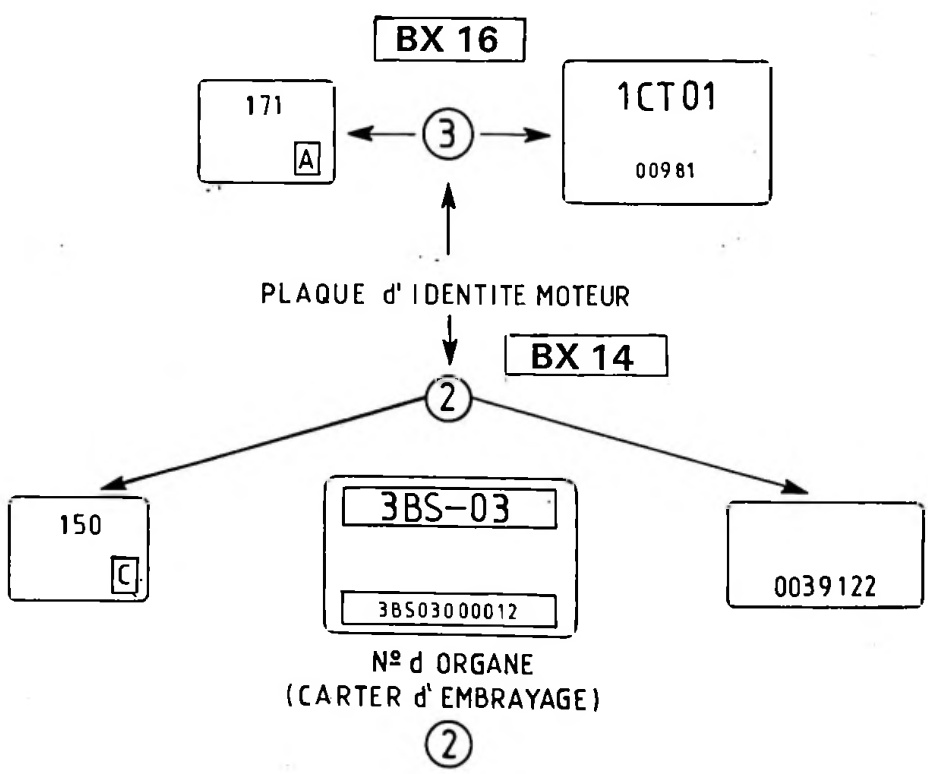
GVE—R

REFERENCE PEINTURE

⑤

2131

Nº d'ORGANISATION P.R.

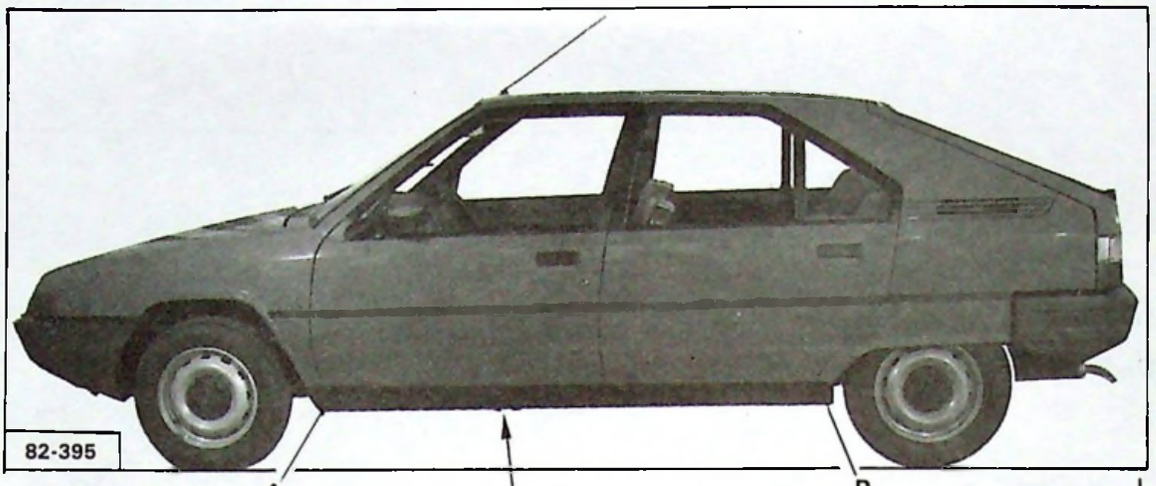


POINTS DE LEVAGE

A : Point de levage ou de chandellage avant, **Fig. I et II.**

B : Point de levage ou de chandellage arrière, **Fig. I et III.**

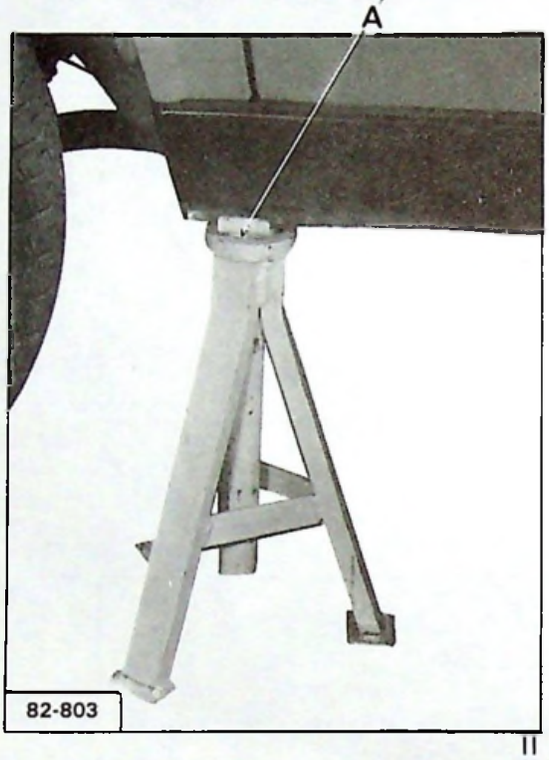
C : Point d'accrochage du cric de bord, il est également possible d'utiliser directement un cric d'atelier à cet emplacement, **Fig. I, IV et V.**



A

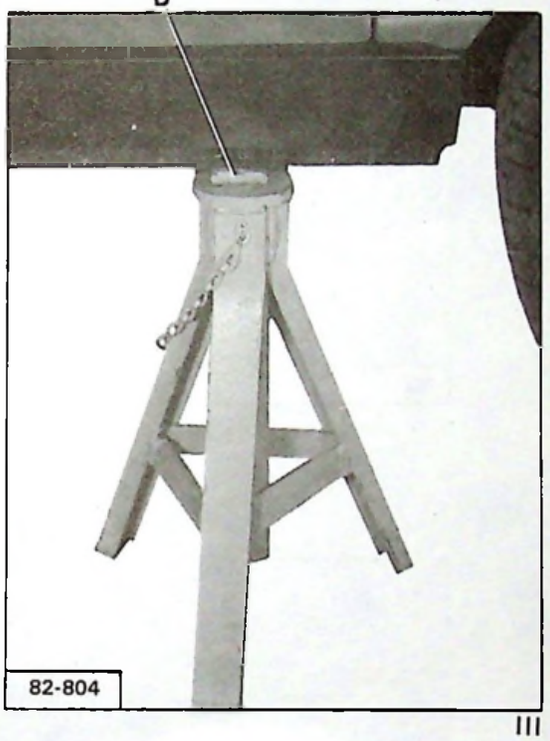
B

I



II

C



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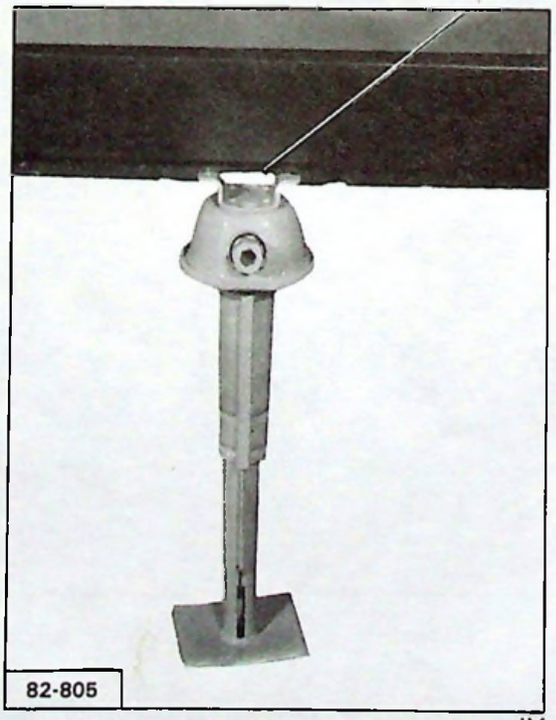
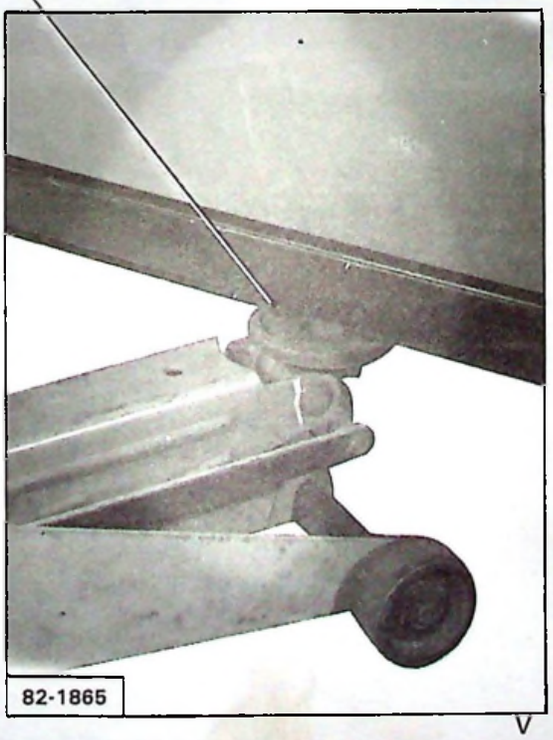
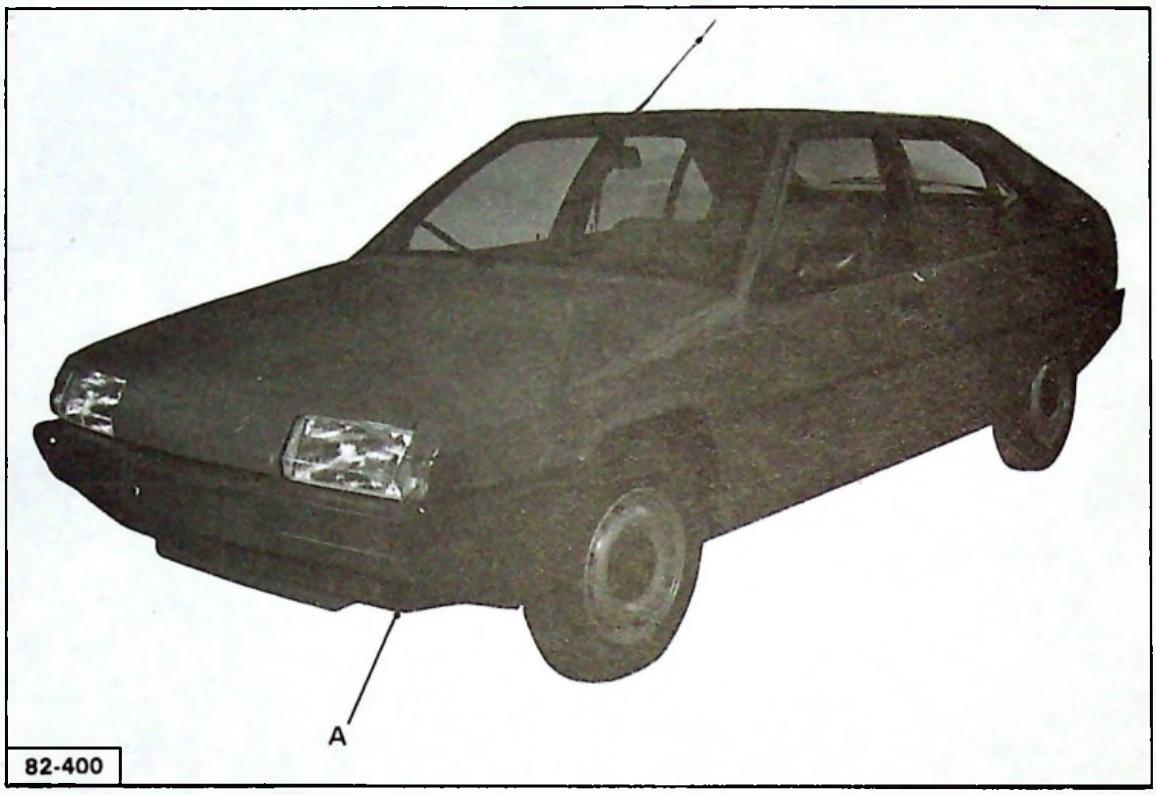


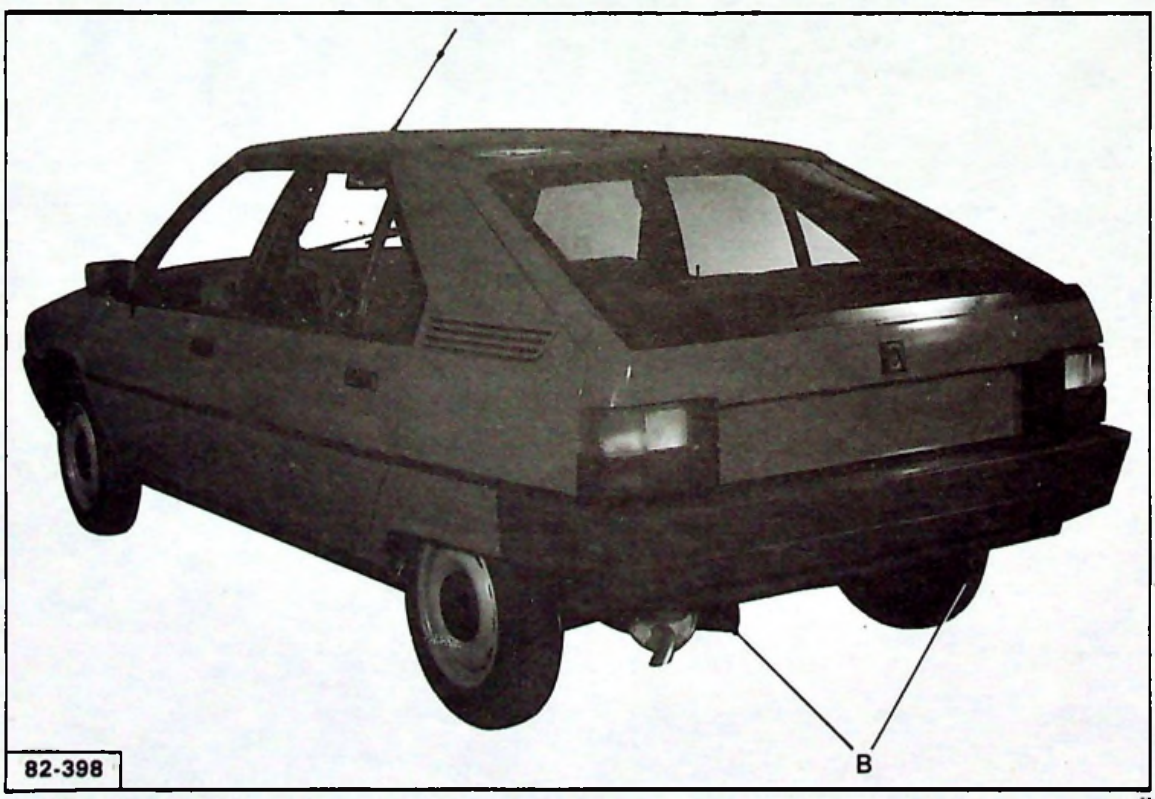
IV



V



I



II

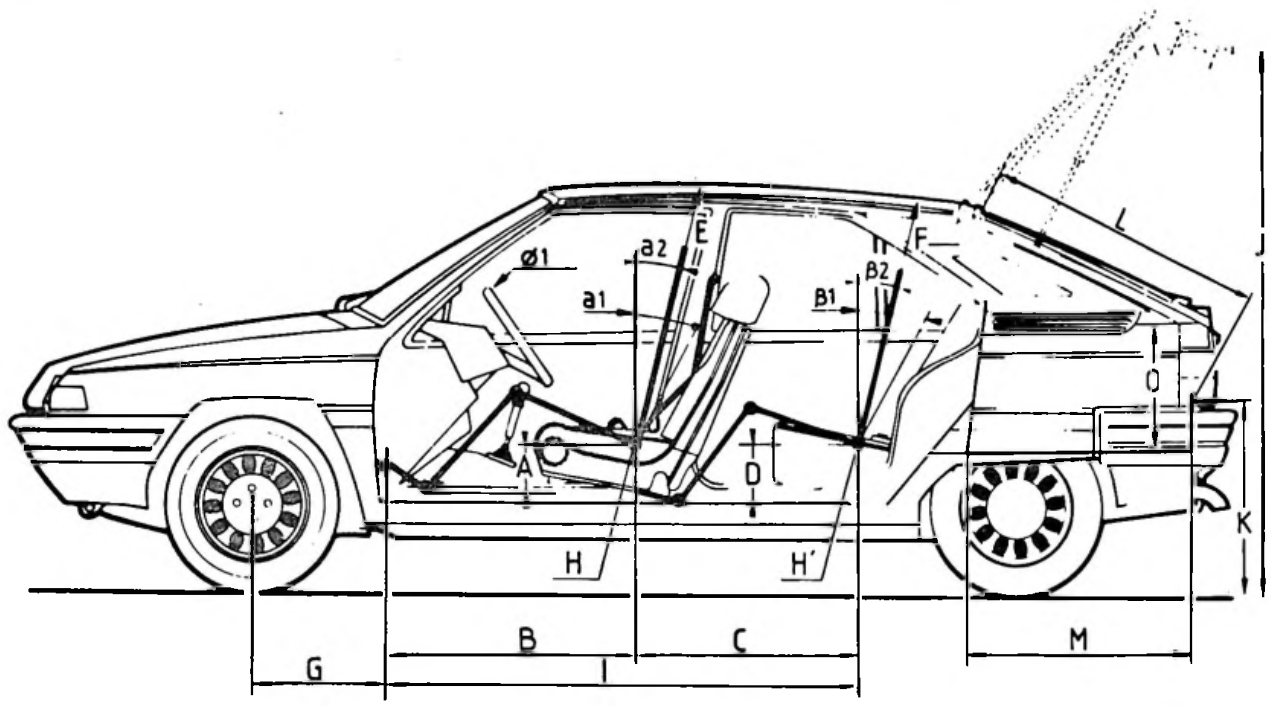
POINTS DE REMORQUAGE

A : Point de remorquage avant, **Fig. I.**

B : Point de remorquage arrière, **Fig. II.**

A	: Distance du point H au plancher du véhicule	0,262 m
B	: Distance du point H à la pédale d'accélérateur	0,885 m
C	: Distance du point H au point H'	0,822 m
D	: Distance du point H' au plancher du véhicule	0,305 m
E	: Distance du point H au pavillon à l'avant	0,888 m
F	: Distance du point H' au pavillon à l'arrière	0,850 m
a 1	: Angle du dossier avant correspondant au buste du mannequin normalisé	réglable de 7° à 36°
a 2	: Angle calculé porté sur documents	14°
β1	: Angle du dossier arrière correspondant au buste du mannequin normalisé	27°
β2	: Angle calculé porté sur documents	14°
G	: Distance de l'axe de roue avant à la pédale d'accélérateur	0,428 m
I	: Distance de la pédale d'accélérateur au point H'	1,707 m
J	: Distance du sol au volet arrière (position ouvert)	1,924 m
K	: Distance du sol au seuil de coffre	0,655 m
L	: Distance du seuil de coffre à la traverse supérieure arrière	0,905 m
M	: Longueur du coffre — Banquette arrière en place	0,892 m
	: Longueur du coffre — Banquette arrière rabattue	1,430 m
O	: Hauteur entre fond de coffre et tablette	0,440 m
P	: Distance de l'axe de caisse au volant	0,325 m
Q	: Distance entre bandeaux aux portes avant	1,380 m
R	: Distance aux coudes aux portes avant	1,400 m
S	: Distance entre bandeaux aux portes arrière	1,354 m
T	: Distance aux coudes aux portes arrière	1,360 m
φ1	: Diamètre du volant	0,380 m
HH'	: Points d'articulation de la hanche	

REMARQUE : Les conditions d'habitabilité sont déduites à partir d'un mannequin normalisé.


Ø1
a2
a1
E
F
L
J
β2
β1
O
A
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K
H
H'
B
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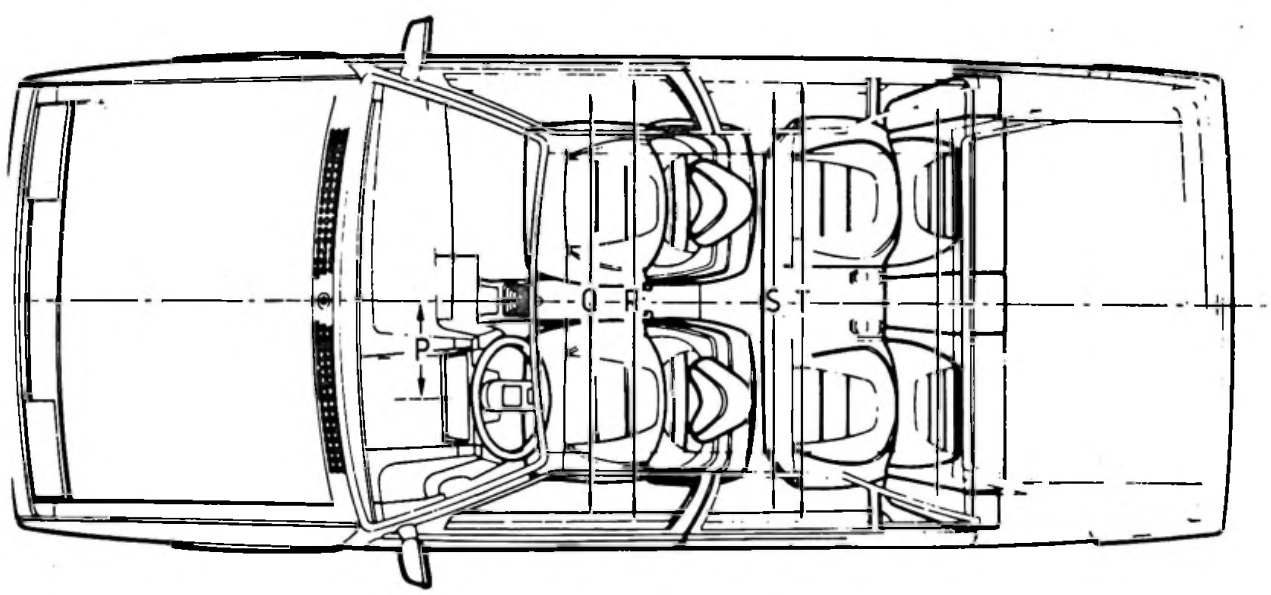
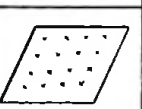
M
G
I


Q
R
S
T
P

I - MASTICS EXTRUDABLES

EMPLOIS ET CARACTÉRISTIQUES	PRODUIT ET N° P.R.	SYMBOLE	INDICE	FOURNISSEUR (éventuel)
- Étanchéité des liaisons de tôles (après soudage) : Produit séchant à l'air et pouvant être peint	6051 8645 42		A 1	BOSTIK 3 M FRANCE TEROSON
- Étanchéité des liaisons de tôles avant soudage par points - Étanchéité des glaces avec scellement en caoutchouc Produit ne séchant pas. Ne peut être peint	1605 94		A 2	BOSTIK TEROSON
- Collage et étanchéité : "GURRIT" { Kit complet / Cartouche supplémentaire Mastic polyuréthane "BOSTIK" { Kit complet / Cartouche supplémentaire	ZC 9867511 U ZC 9867447 U ou ZCP.830.002 ZCP.830.003		A 3	D.P.R.
- Étanchéité des sertissages (Mastic en cartouche) Laisser sécher avant peinture environ 2 h à 20 °C	91 M 150		A 4	TEROSON CEPAC

II - MASTICS PRÉFORMÉS - PLAQUES D'INSONORISATION

EMPLOIS ET CARACTÉRISTIQUES	PRODUIT ET N° P.R.	SYMBOLE	INDICE	FOURNISSEUR (éventuel)
Mastic de bourrage assurant l'étanchéité entre éléments vissés (ailes...) : appliquer sur tôles protégées d'apprêts ou peinture				
- Section ronde	TEROSTAT 7 Prestik S.S.		Ø = 6 à 14 mm	TEROSON BOSTIK
- Section ronde	1053		Ø = 20 mm	CEPAC
- Section rectangulaire	TEROSTAT 7 8573 Prestik S.S.		Dimension Ex: 2 × 18	TEROSON 3 M FRANCE BOSTIK
Plaques d'insonorisation (auto-adhésives) Appliquer sur tôles protégées (peinture ou apprêts)	ZCP.830.028		250 × 500	D.P.R.

III - COLLES

EMPLOIS ET CARACTÉRISTIQUES	PRODUIT ET N° P.R.	SYMBOLE	INDICE	FOURNISSEUR (éventuel)
- Collage verre-métal (rétroviseur, bas de glaces de portes)	ZC 9865561 U ou ZC 9856689 U		B 1	D.P.R.
- Collage des garnitures intérieures (tissus, moquette, feutre...)	1410 SC 1236 N 66		B 2	BOSTIK 3 M FRANCE TEROSON
- Collage tôle sur tôle Sertissage de porte	ZC 9 867-672 U		B 3	D.P.R.
- Collage matériaux composites SMC ET BMC - sur métal - sur eux-même ou métal	ZCP 830-009 (CIBA) ou ZC 9867 448 U (TEROSON)		B 4	D.P.R.
- Collage du plastique (enjoliveur de rétroviseur extérieur)	ZC 9865105 U		B 5	D.P.R.
- Collage monogramme, baguette.. Adhésif double-face	ZCP 830-026		B 6	D.P.R.
- Collage des garnitures de pavillon thermoformées	ZC 9867 447 U ou ZCP 830-003		B 7	

IV - GRAISSES

EMPLOIS ET CARACTÉRISTIQUES	PRODUIT ET N° P.R.	SYMBOLE	INDICE	FOURNISSEUR (éventuel)
Lubrifiant multifonctions à base de bysullfure de molybdène	M.O.		G 5	TEROSON
Graisse multifonctionnelle	TOTAL MULTIS M.S.		G 6	TOTAL C.F.R.

V - PRODUITS DE PROTECTION

EMPLOIS ET CARACTÉRISTIQUES	PRODUIT ET N° P.R.	SYMBOLE	INDICE	FOURNISSEUR (éventuel)
- Protection interne des lignes de soudure par points : Impression conductrice appliquée sur face interne des tôles, avant leur soudage	METAL SPAY ZINC		C 6	CEPAC
- Protection anticorrosion des dessous de caisse Revêtement à appliquer sur tôles prérevêtues	ZCP 830-029		C 1	D.P.R.
- Protection des sertis de portes et des encadrements de volets arrière Appliquer sur tôles prérevêtues	ZC 9867264 U		C 2	D.P.R.
- Apprêt antigravillonnage			C 3	Voir catalogue Équipements & Produits
- Protection antigravillonnage Revêtement à appliquer sur tôles prérevêtues de cataphorèse ou d'apprêt. Peut être peint après séchage 1/2 h à 20 °C	ZCP 830-031 (Blanc)		C 4	D.P.R.
- Protection des corps creux : A pulvériser dans corps creux par les orifices prévus à cet effet	ZCP 830-030		C 5	D.P.R.

VI - RÉPARATION MATÉRIAUX COMPOSITES (SMC)

EMPLOIS ET CARACTÉRISTIQUES	PRODUIT ET N° P.R.	SYMBOLE	INDICE	FOURNISSEUR (éventuel)
Réparation des cassures légères, rayures, couche d'adhérence. (Mastic polyester chargé de fibre de verre "V. 11")	ZCP 830-004			D.P.R.
Restructuration de surfaces cassées (Trousse réparation)	ZCP 830-006			D.P.R.
Mat de verre à 225 g/m²	ZCP 830-007			D.P.R.
Mat de verre à 25 g/m²	ZCP 830-008			D.P.R.

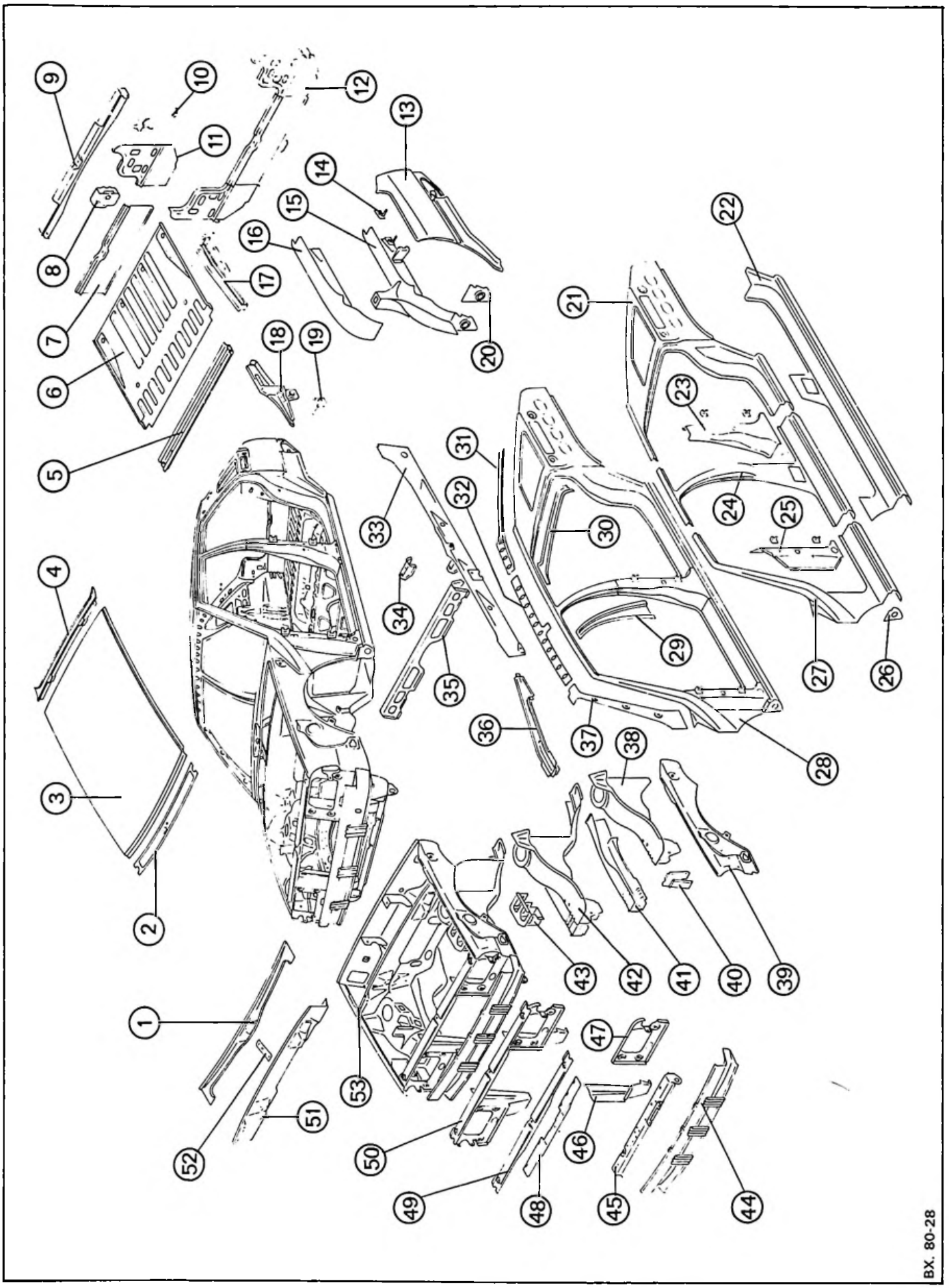
Numéro de l'opération	DÉSIGNATION
XB. 800-000	Remise en état de la coque : **I.** Éléments vendus par le Département des Pièces de Rechange **II.** Pièces en tôle électrozinguée ou galvanisée **III.** Pièces en tôle à haute limite élastique (HLE) **IV.** Contrôle d'un véhicule accidenté
XB. B 800-000	Remise en état de la coque : **I.** Éléments vendus par le Département des Pièces de Rechange **II.** Pièces en tôle électrozinguée ou galvanisée.
XB. 800-00	Préparation d'une coque
XB. B 800-00	Préparation d'une coque
XB. 800-0	Équipement du banc et contrôle d'une coque nue *(Équipement CELETTE)*
XB. 800-1	Contrôle sur banc, mécanique arrière en place, *(Équipement CELETTE)*
XB. 800-2	Contrôle sur banc, mécanique avant en place, *(Équipement CELETTE)*
XB. 800-3	Contrôle sur banc, d'une coque nue, *(Équipement CAROLINER)*
XB. 800-4	Contrôle sur banc, mécanique en place, *(Équipement CAROLINER)*
XB. 800-5	Contrôle sur banc, d'une coque nue, *(Équipement DATALINER)*
XB. 800-6	Contrôle sur banc, mécanique en place, *(Équipement DATALINER)*
	FAÇADE
XB. 801-1	Remplacement d'une traverse sous pare-chocs avant
XB. 801-2	Remplacement d'une traverse supérieure de façade et d'une tôle support de phare
XB. 801-3	Remplacement d'une façade avant (complète)
XB. 801-4	Remplacement d'une traverse inférieure de façade
XB. 801-5	Remplacement d'une demi-façade (tôle de phare + appui de façade)
	PASSAGE DE ROUE AVANT
XB. 802-1	Remplacement d'une doublure d'aile avant (section en avant du tablier)
XB. 802-2	Remplacement d'un longeron avant
XB. 802-3	Remplacement partiel d'un longeron avant
XB. 802-4	Remplacement d'un passage de roue et d'un longeron avant
XB. 802-5	Remplacement d'un passage de roue avant (sans longeron)
XB. 802-6	Remplacement d'un ensemble passage de roue avant complet
XB. 802-7	Remplacement d'un bloc avant
XB. 802-8	Remplacement partiel d'un passage de roue et d'un longeron avant
	BAIE DE PARE-BRISE
XB. 812-0	Contrôle d'une baie de pare-brise
XB. 812-1	Remplacement d'une baie inférieure de pare-brise
XB. 812-2	Remplacement d'une doublure de montant de pare-brise
	PANNEAU DE CÔTÉ
XB. 821-1	Remplacement d'un pied avant
XB. 821-2	Remplacement d'un pied milieu
XB. 821-3	Remplacement d'un panneau de côté complet
XB. B 821-3	Remplacement d'un panneau de côté complet
XB. 821-4	Remplacement d'un panneau de côté, partie avant
XB. 821-5	Remplacement d'un panneau de côté, partie centrale
XB. 821-6	Remplacement d'un panneau de côté, partie arrière
XB. B 821-6	Remplacement d'un panneau de côté, partie arrière

Numéro de l'opération	DÉSIGNATION
XB. 821-7	Remplacement partiel d'un panneau de côté, partie arrière
XB. B 821-7	Remplacement partiel d'un panneau de côté, partie arrière
XB. 821-8	Remplacement d'un brancard de bas de caisse
	SOUBASSEMENT PARTIE CENTRALE
XB. 822-1	Remplacement d'une doublure de brancard
XB. 822-2	Remplacement partiel d'une doublure de brancard
XB. 822-3	Remplacement d'une traverse sous siège avant
	PANNEAU ARRIERE
XB. 823-1	Remplacement d'un panneau arrière, partie centrale
XB. 823-2	Remplacement d'une tôle de feu arrière
XB. 823-3	Remplacement d'une traverse de panneau arrière
XB. 823-4	Remplacement d'un panneau arrière complet
	PASSAGE DE ROUE ARRIERE
XB. 824-1	Remplacement d'une aile arrière
XB. B 824-1	Remplacement d'une aile arrière
XB. 824-2	Remplacement d'une partie inférieure d'aile arrière
XB. 824-3	Remplacement partiel d'un passage de roue arrière
XB. B 824-3	Remplacement partiel d'un passage de roue arrière
XB. 824-4	Remplacement d'un passage de roue arrière complet
XB. B 824-4	Remplacement d'un passage de roue arrière complet
	PAVILLON
XB. 825-1	Remplacement d'un pavillon
XB. B 825-1	Remplacement d'un pavillon avec ses traverses
XB. 825-2	Remplacement d'une traverse arrière de pavillon
	SOUBASSEMENT ARRIERE
XB. 831-1	Remplacement partiel d'un plancher de coffre
XB. 831-2	Remplacement d'un plancher de coffre complet
XB. B 831-2	Remplacement de la rallonge de plancher de charge
XB. 831-3	Remplacement d'un longeronnet arrière sous plancher
XB. 831-4	Remplacement d'un longeronnet d'essieu arrière

REMISE EN ETAT DE LA COQUE

I. ELEMENTS VENDUS PAR LE DEPARTEMENT DES PIECES DE RECHANGE.

REPERE PIECE	DESIGNATION	N° OPERATION
1	Baie inférieure de pare-brise	XB. 812-1
2	Traverse avant de pavillon	*Voir XB. 825-1*
3	Pavillon	XB. 825-1
4	Traverse arrière de pavillon	XB. 825-2
5	Traverse d'essieu arrière	XB. 831-2
6	Plancher de coffre	XB. 831-1 ou XB. 831-2
7	Panneau central arrière	XB. 823-1
8	Appui central de traverse	XB. 823-3
9	Traverse de panneau arrière	
10	Renfort latéral de panneau arrière	XB. 824-3 ou XB. 824-4
11	Panneau arrière latéral (tôle de feu)	XB. 823-2
12	Panneau arrière complet	XB. 823-4
13	Aile arrière	XB. 824-1 ou XB. 824-2
14	Support échappement	
15	Passage de roue arrière complet	XB. 824-4
16	Passage de roue arrière nu	XB. 824-3
17	Longeronnet sous plancher arrière	XB. 831-3 ou XB. 831-2
18	Longeron de fixation d'essieu arrière	XB. 831-4
19	Renfort latéral d'essieu arrière	*Voir XB. 831-4*
20	Fermeture arrière de brancard	
21	Panneau de côté partie arrière	XB. 821-6 ou XB. 821-7
22	Brancard de bas de caisse	XB. 821-8
23	Pied milieu	XB. 821-2
24	Panneau de côté partie centrale	XB. 821-5
25	Pied avant	XB. 821-1
26	Fermeture avant de brancard	XB. 821-4
27	Panneau de côté partie avant	
28	Panneau de côté complet	XB. 821-3
29	Doublure pied milieu	*Voir XB. 821-5*
30	Doublure de montant de custode	XB. 821-6
31	Doublure de montant arrière	XB. 821-6
32	Brancard de pavillon	
33	Doublure de brancard de bas de caisse	XB. 822-1 - XB. 822-2
34	Support arrière de siège avant	
35	Traverse sous siège avant	XB. 822-3
36	Longeron sous plancher avant	
37	Doublure de montant de pare-brise	XB. 812-2
38	Passage de roue avant	XB. 802-5
39	Doublure d'aile avant	XB. 802-1
40	Support de traverse inférieure	XB. 802-3 ou XB. 802-2
41	Longeron avant	
42	Ensemble passage de roue avant	XB. 802-6
43	Support de batterie	
44	Traverse sous pare-chocs avant	XB. 801-1
45	Traverse inférieure avant	XB. 801-4
46	Appui de façade	XB. 801-5
47	Demi-façade	
48	Doublure de traverse supérieure avant	XB. 801-2
49	Traverse supérieure avant	
50	Façade complète	XB. 801-3
51	Tablier supérieur	
52	Tendeur de collecteur	
53	Unit avant complet	XB. 802-7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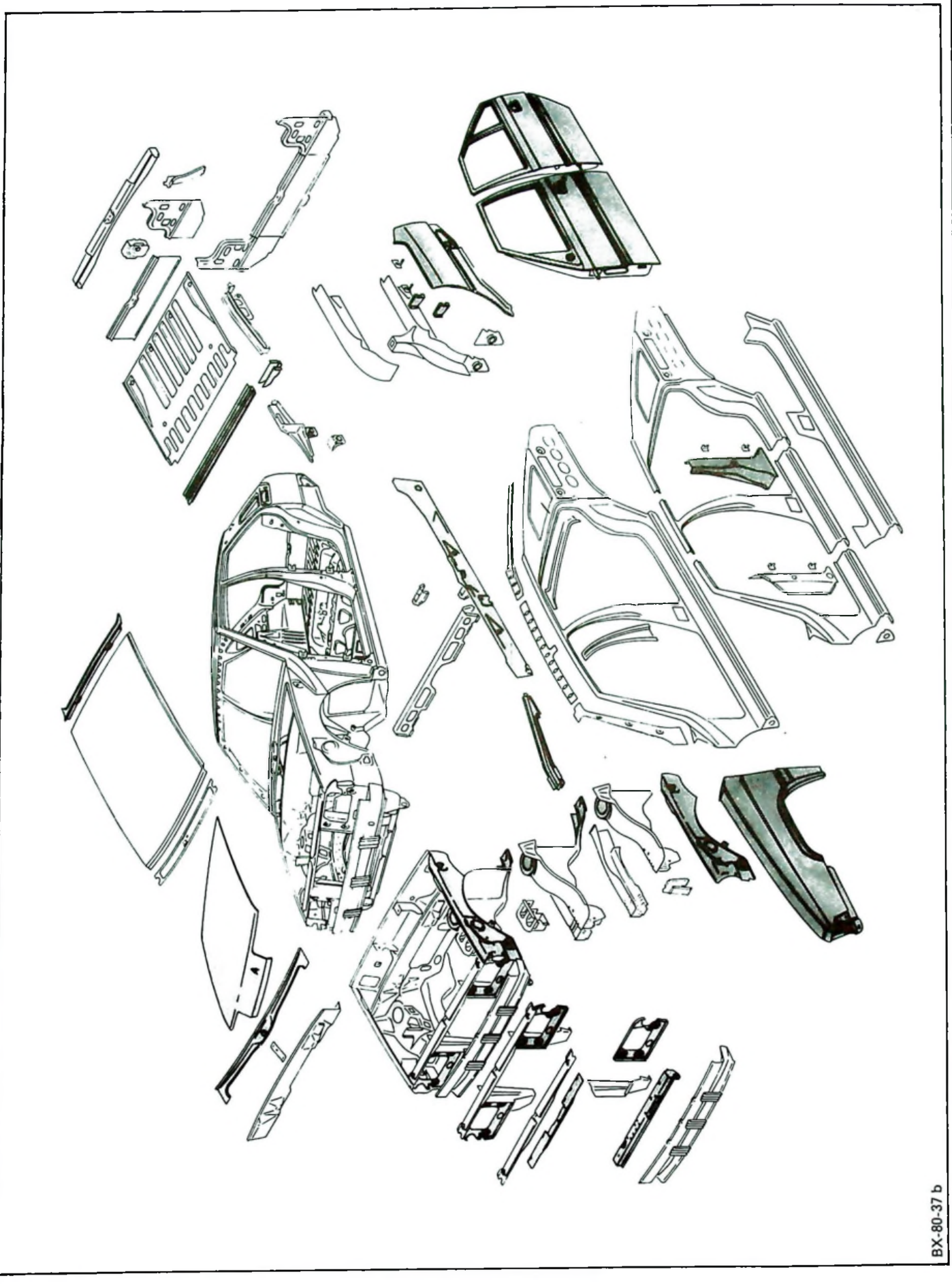
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II. PIECES EN TOLE ELECTROZINGUEE

Les pièces ombrées représentées dans les vues ci-contre comportent un traitement d'électrozingage afin de prémunir la carrosserie de la corrosion.

Ce choix de pièces est fait en fonction de la vulnérabilité de certaines zones et est susceptible d'évolution.

Les pièces vendues par le Département des Pièces de Rechange comportent également ce même traitement mais il n'apparaît pas aux yeux du réparateur en raison de la couche de cataphorèse qui le recouvre.

REPARATION.

En réparation, il est nécessaire de détruire la couche de cataphorèse sur les deux faces des tôles dans les zones de soudage, ce qui par la même occasion détériore le revêtement au zinc.

Pour éviter que la réparation (en particulier les zones de soudage) soit le point de départ du processus de corrosion, il convient de prendre certaines précautions :

- Eviter de décaper par meulage les zones de soudage des pièces neuves (les disques abrasifs détruisent le revêtement au zinc) mais, utiliser plutôt le chalumeau pour chauffer légèrement et brosser à l'aide d'une brosse métallique.
- Limiter le meulage, après dégrafage sur caisse, aux seules zones où il y a surépaisseur de soudure.

PROTECTION AVANT SOUDAGE.

Pour éviter que le processus de corrosion ne s'amorce, il faut appliquer une couche d'impression conductrice sur la face interne de toutes les tôles à souder (électrozinguées ou pas).
REMARQUE : Les impressions dites « conductrices » sont des peintures au zinc qui permettent le passage du courant électrique sans gêner le soudage. Toutefois, il est nécessaire d'augmenter légèrement l'intensité du courant.

Ces impressions soudables sont disponibles chez la plupart des fournisseurs de peinture (BERGER, CORONA) et de produits pour l'automobile.
Exemples de produits recommandés :

Primaire avant soudage SWP
Fournisseur : KENT INDUSTRIES
Avenue de la Mauldre
Z.I d'Epone - 78680 EPONE
Tél. (3) 095.40.60

Pâte à souder
Fournisseur : FRANCE ARC
47, avenue A. Briand
92120 MONTROUGE
Tél. (1) 655.47.22
REMARQUE : Ce produit permet le soudage par point sans décapage préalable de la cataphorèse, en faisant un point dans un angle pour l'amorçage.

III. PIÈCES EN TOLE "H.L.E."

La recherche pour l'allégement des véhicules et l'accroissement de la sécurité des occupants conduit les constructeurs automobile à se pencher sérieusement sur la nature des matériaux utilisables pour concevoir la superstructure des carrosseries.

Les essais réalisés sur des pièces en **tôle à haute limite élastique** ont prouvé que la résistance est doublée par rapport à d'autres pièces de forme identique en acier classique, ceci malgré une diminution de l'épaisseur de près de 25 %.

L'évolution de la conception et des méthodes de fabrication des carrosseries permet d'utiliser ces aciers aux caractéristiques extrêmement intéressantes pour la construction automobile. C'est ce qui a été fait dans notre société, notamment pour la BX.

RÉPARATION

Il est très important de savoir que ces tôles, bien qu'ayant une résistance initiale supérieure, deviennent extrêmement fragiles lorsque leur limite élastique a été dépassée. C'est le cas des tôles qui ont été déformées suite à chocs.

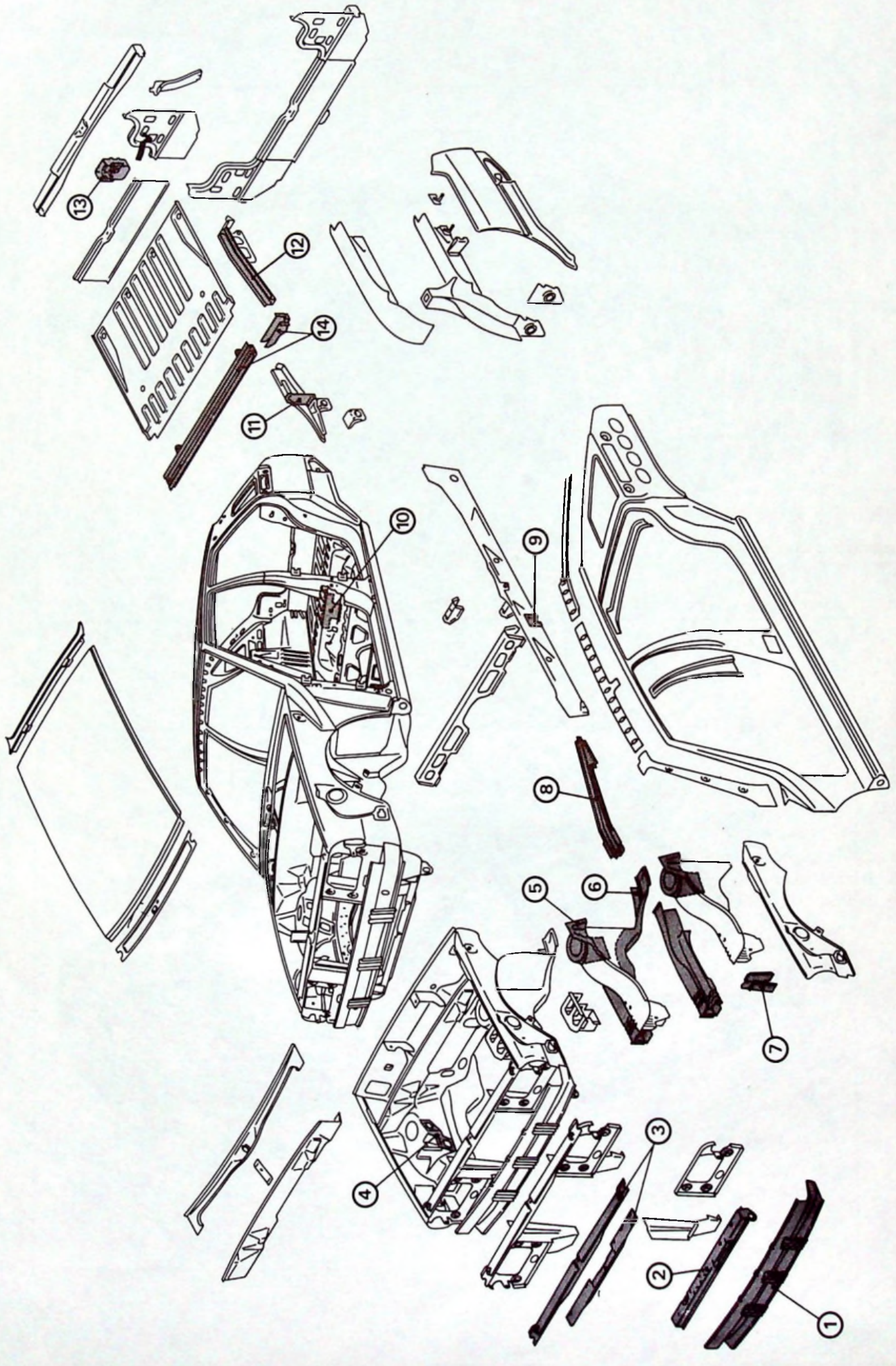
Les pièces en tôle à haute limite élastique (H.L.E.) qui ont été déformées doivent impérativement être remplacées.
D'autre part il est très important de respecter les zones de coupes, les solutions d'assemblage et de soudage décrites dans les gammes de réparation.
Le soudage au chalumeau, le brasage, le redressage à chaud sont les pires ennemis de la résistance de ces tôles et sont donc strictement interdits.

Possibilité de redressage
Il est à priori à proscrire, en particulier sur les pièces essentielles de la superstructure car il a obligatoirement pour conséquence une perte de résistance.
Seules de légères opérations de redressage à froid peuvent être admises.

LISTE DES PIÈCES EN TÔLE "HLE" SUR "BX"

1. Traverse sous pare-chocs avant.
2. Traverse inférieure avant.
3. Traverse supérieure de façade (10/84 ➡).
4. Support moteur droit.
5. Renfort de fixation suspension avant.
6. Longeron avant complet.
7. Support de traverse inférieure avant.
8. Longeronnet sous plancher avant.
9. Support central de cric.
10. Renfort central de ceintures de sécurité arrière.
11. Support supérieur d'essieu arrière.
12. Longeronnet sous plancher arrière.
13. Appui central de jupe arrière.
14. Traverse d'essieu arrière.
15. Charnons soudés de volet arrière.

NOTA : Cette liste n'est pas limitative et est susceptible d'évolution.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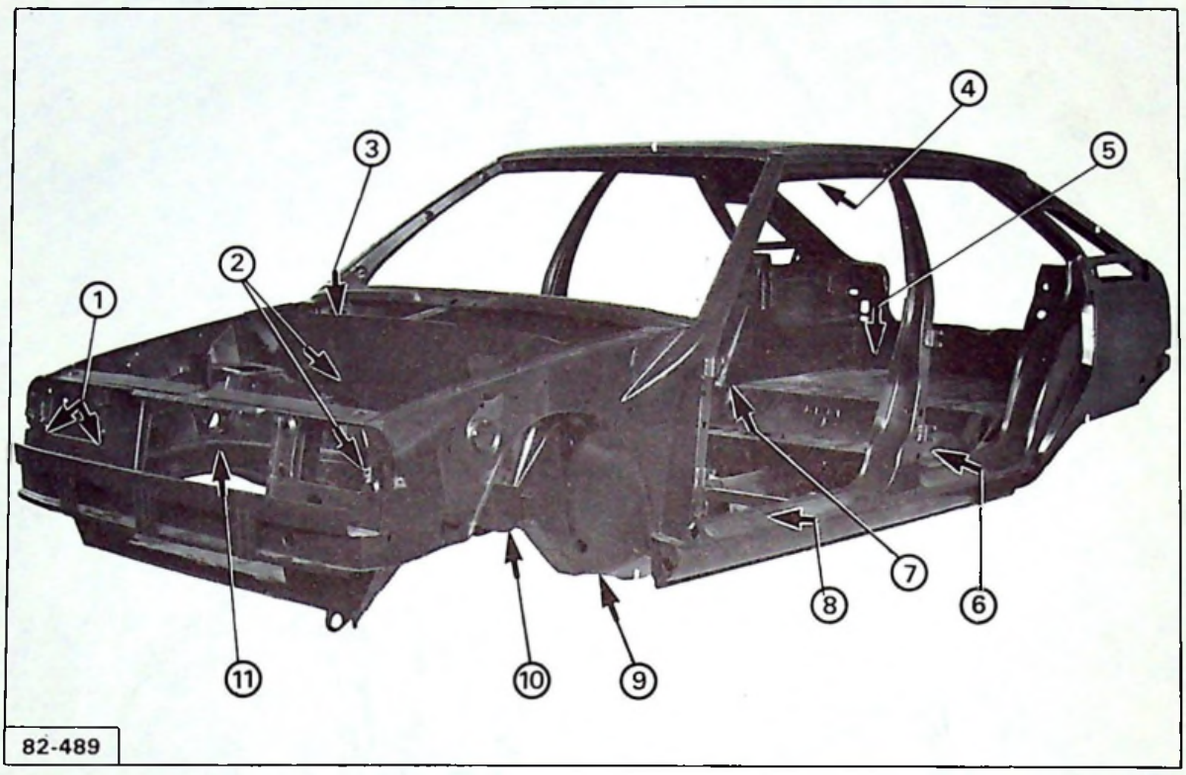

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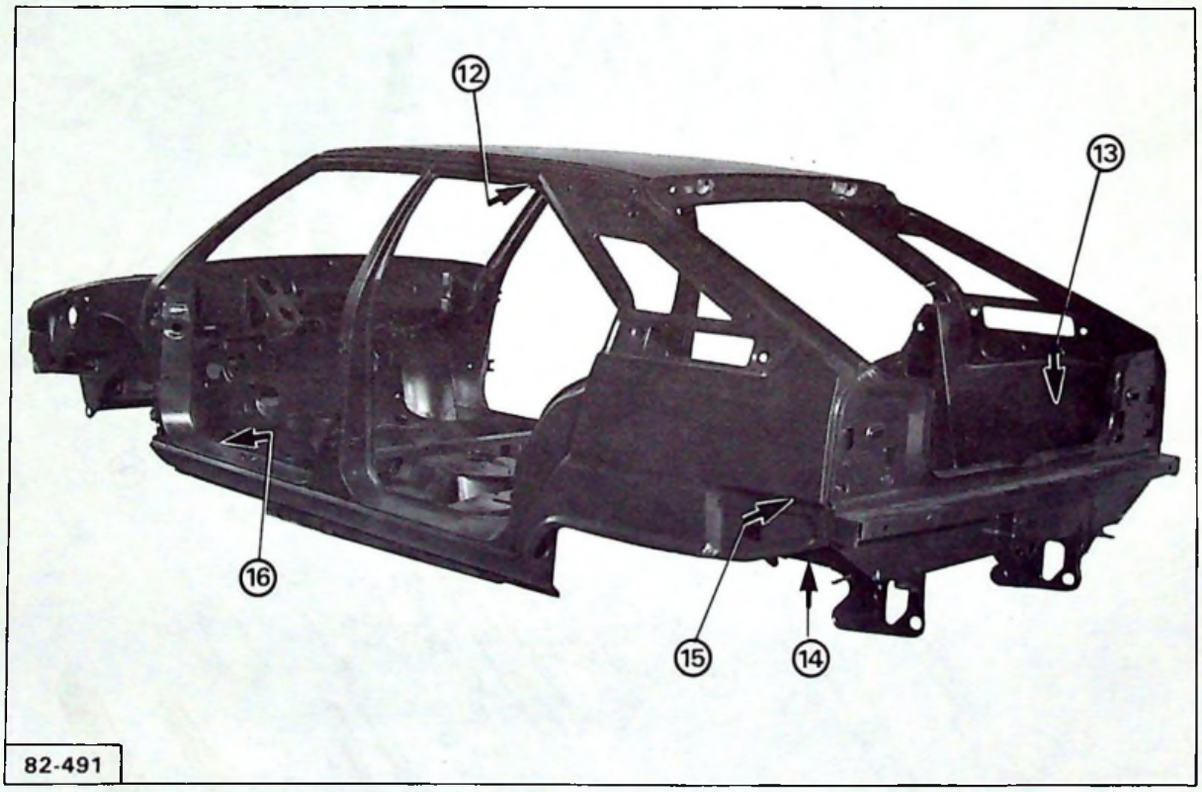

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IV. CONTRÔLE D'UN VÉHICULE ACCIDENTÉ

Pour contrôler un véhicule accidenté, il faut procéder dans l'ordre aux vérifications suivantes :

Contrôle visuel : Recherche des plis, déformations, criques.

Contrôle géométrie des essieux : Opération réalisable à l'aide d'appareils .optiques sans dépose mécanique.

Contrôle dimensionnel du soubassement : opération réalisable sur banc sans dépose mécanique.

I. CONTRÔLE VISUEL

Il permet dans beaucoup de cas d'établir un diagnostic précis des opérations à réaliser pour remettre en état le véhicule.
En cas d'absence de déformations significatives, et, suivant la nature du choc, procéder au contrôle de la géométrie des essieux, ou du soubassement.

RECHERCHE DES DÉFORMATIONS SUR STRUCTURE DE LA COQUE

AVANT

1 - Passage de roue-longeron : partie avant derrière tôle support de phare.
11 - Longeron partie avant.
10 - Longeron avant : zone de fixation centrale du berceau moteur.
2 - Longeron avant et passage de roue : zone de liaison avec tablier.
3 - Passage de roue partie arrière : à l'intérieur de la goulotte d'aération.
9 - Longeron : zone de fixation arrière du berceau.
8-16 - Brancard de bas de caisse plancher et longeronnet sous plancher.
4 - Encadrement de porte avant (voir Op. 840-0 pour conditions de jeu).

ARRIÈRE

15 - Aile et jupe arrière.
13 - Passage de roue.
5-14 - Plancher et longeronnet sous plancher.
6 - Brancard de bas de caisse.
12 - Encadrement de porte arrière (Voir Op. XB 840-0 pour conditions de jeux).
7 - Plancher et longeron sous siège arrière.

II. CONTRÔLE DE LA GÉOMÉTRIE DES ESSIEUX

Pour le contrôle des essieux avant et arrière se reporter au manuel de réparation **mécanique 2 (8882).**
Opération XB 410-00 pour conditions essieu avant.
Opération XB 420-00 pour conditions essieu arrière.

III. CONTRÔLE DU SOUBASSEMENT SUR BANC (sans dépose mécanique)

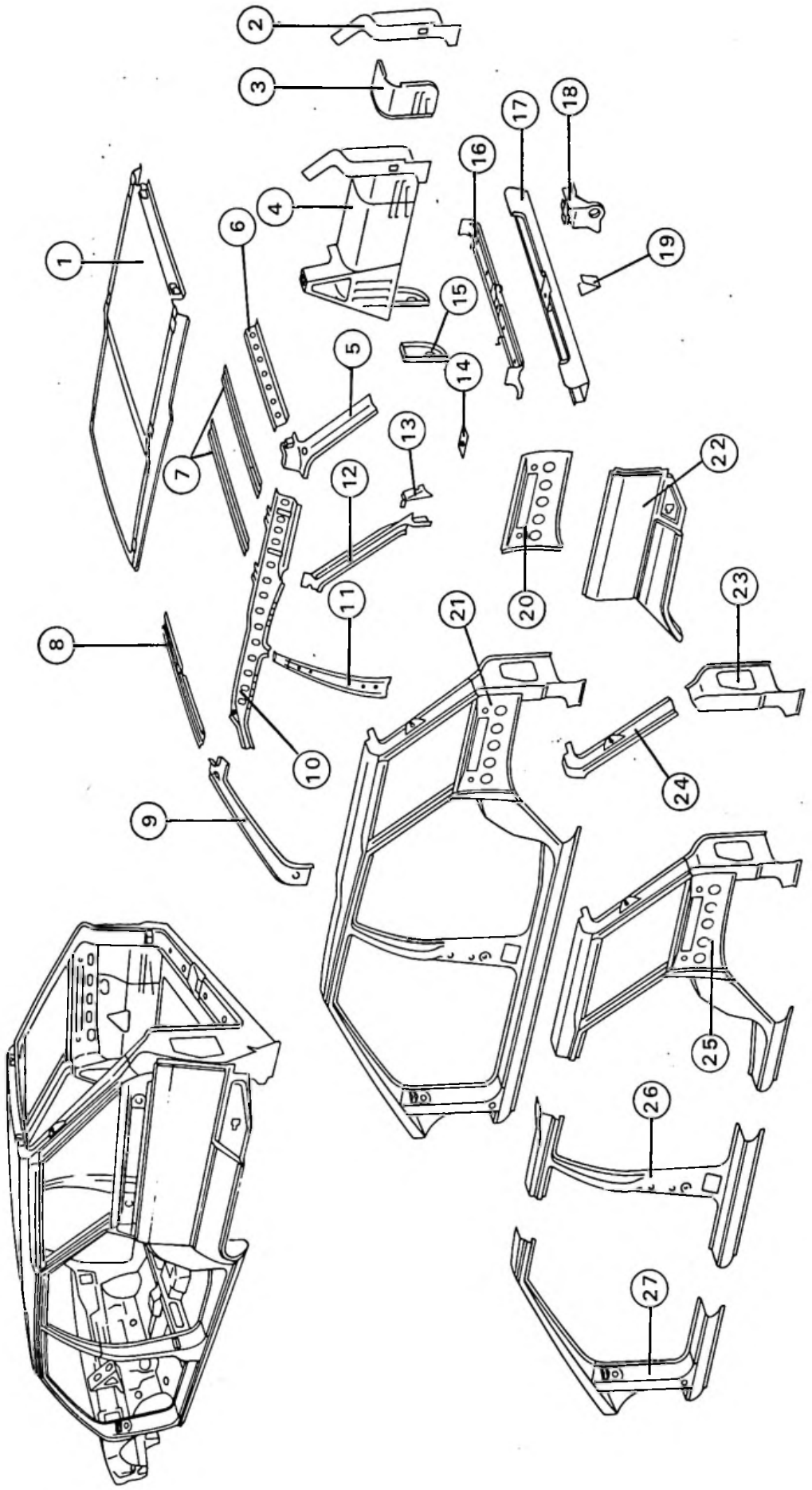
Se reporter aux opérations :

XB 800-1 et XB 800-2	(Équipement CELETTE)
XB 800-4	(Équipement CARÒLINER)
XB 800-6	(Équipement DATALINER)

REMISE EN ETAT DE LA COQUE

I. ELEMENTS VENDUS PAR LE DEPARTEMENT DES PIECES DE RECHANGE

REPERE PIECE	DESIGNATION	N° OPERATION
1	Pavillon	XB. B 825-1
2	Doublure inférieure de montant de volet	XB. B 824-3
3	Rallonge de passage de roue arrière	XB. B 824-3
4	Passage de roue arrière complet	XB B 824-4
5	Doublure supérieure de montant de volet	XB. B 821-6
6	Traverse arrière de pavillon	XB. B 825-1
7	Traverses intermédiaires de pavillon	XB. B 825-1
8	Doublure de baie partie supérieure	Voir XB. B 825-1
9	Doublure de montant de baie	Voir XB 812-1
10	Doublure d'arc de pavillon	
11	Renfort de ceinture de pied central	
12	Doublure montant de custode	XB. B 821-6
13	Liaison de renfort d'enrouleur	Voir BX. B 821-6
14	Platine attache-bagages	
15	Fermeture arrière de longeron	
16	Rallonge de plancher de charge	XB. B 831-2
17	Traverse arrière de plancher de charge	XB. B 831-2
18	Rallonge de longeronnet arrière	Voir XB B 831-2
19	Détrompeur de roue de secours	
20	Côté d'habitacle partie arrière	XB. B 821-7
21	Panneau de côté complet	XB B 821-3
22	Aile arrière	XB. B 824-1
23	Montant de volet partie inférieure	XB. B 821-7
24	Doublure supérieure de montant de volet	
25	Panneau de côté partie arrière	XB. B 821-6
26	Panneau de côté partie centrale	
27	Panneau de côté partie avant	



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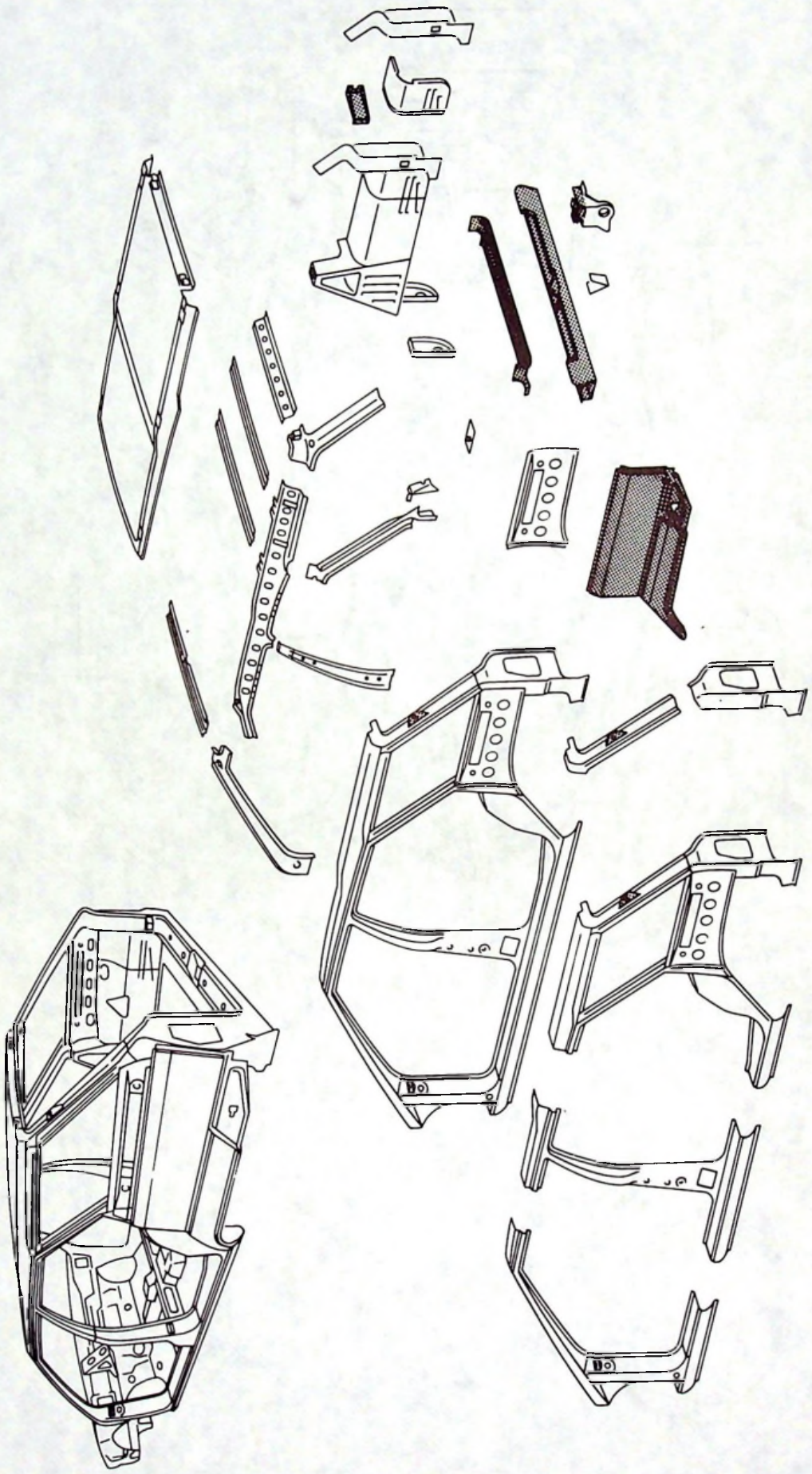

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II. PIECES EN TOLE ELECTROZINGUEE

Les pièces ombrées représentées dans les vues ci-contre comportent un traitement d'électrozingage afin de prémunir la carrosserie de la corrosion.

Ce choix de pièces est fait en fonction de la vulnérabilité de certaines zones et est susceptible d'évolution.

Les pièces vendues par le Département des Pièces de Rechange comportent également ce même traitement mais il n'apparaît pas aux yeux du réparateur en raison de la couche de cataphorèse qui le recouvre.

REPARATION.

En réparation, il est nécessaire de détruire la couche de cataphorèse sur les deux faces des tôles dans les zones de soudage, ce qui par la même occasion détériore le revêtement au zinc.

Pour éviter que la réparation (en particulier les zones de soudage) soit le point de départ du processus de corrosion, il convient de prendre certaines précautions :

- Eviter de décaper par meulage les zones de soudage des pièces neuves (les disques abrasifs détruisent le revêtement au zinc) mais, utiliser plutôt le chalumeau pour chauffer légèrement et brosser à l'aide d'une brosse métallique.
- Limiter le meulage, après dégrafage sur caisse, aux seules zones où il y a surépaisseur de soudure.

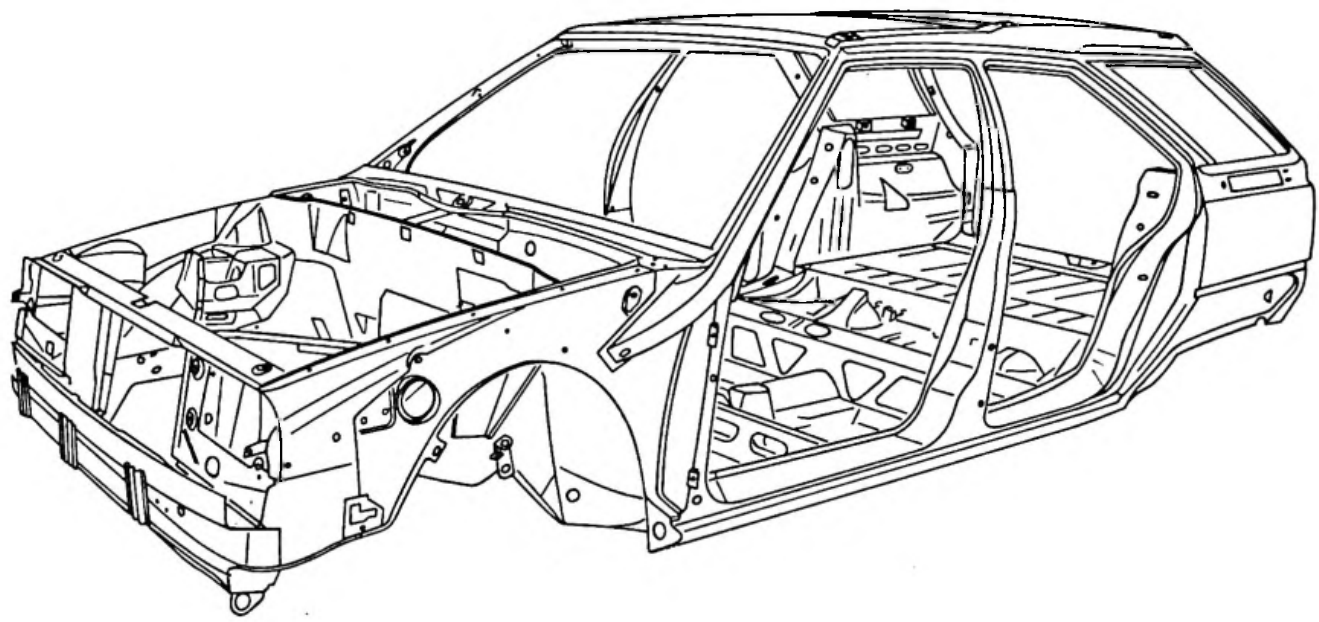
PROTECTION AVANT SOUDAGE.

Pour éviter que le processus de corrosion ne s'amorce, il faut appliquer une couche d'impression conductrice sur la face interne de toutes les tôles à souder (électrozinguées ou pas).
REMARQUE : Les impressions dites « conductrices » sont des peintures au zinc qui permettent le passage du courant électrique sans gêner le soudage. Toutefois, il est nécessaire d'augmenter légèrement l'intensité du courant.

Ces impressions soudables sont disponibles chez la plupart des fournisseurs de peinture (BERGER, CORONA) et de produits pour l'automobile.
Exemples de produits recommandés :

Primaire avant soudage SWP
Fournisseur : KENT INDUSTRIES
Avenue de la Mauldre
Z.I d'Epone - 78680 EPONE
Tél. (3) 095.40.60

Pâte à souder
Fournisseur : FRANCE ARC
47, avenue A. Briand
92120 MONTROUGE
Tél. (1) 655.47.22
REMARQUE : Ce produit permet le soudage par point sans décapage préalable de la cataphorèse, en faisant un point dans un angle pour l'amorçage.



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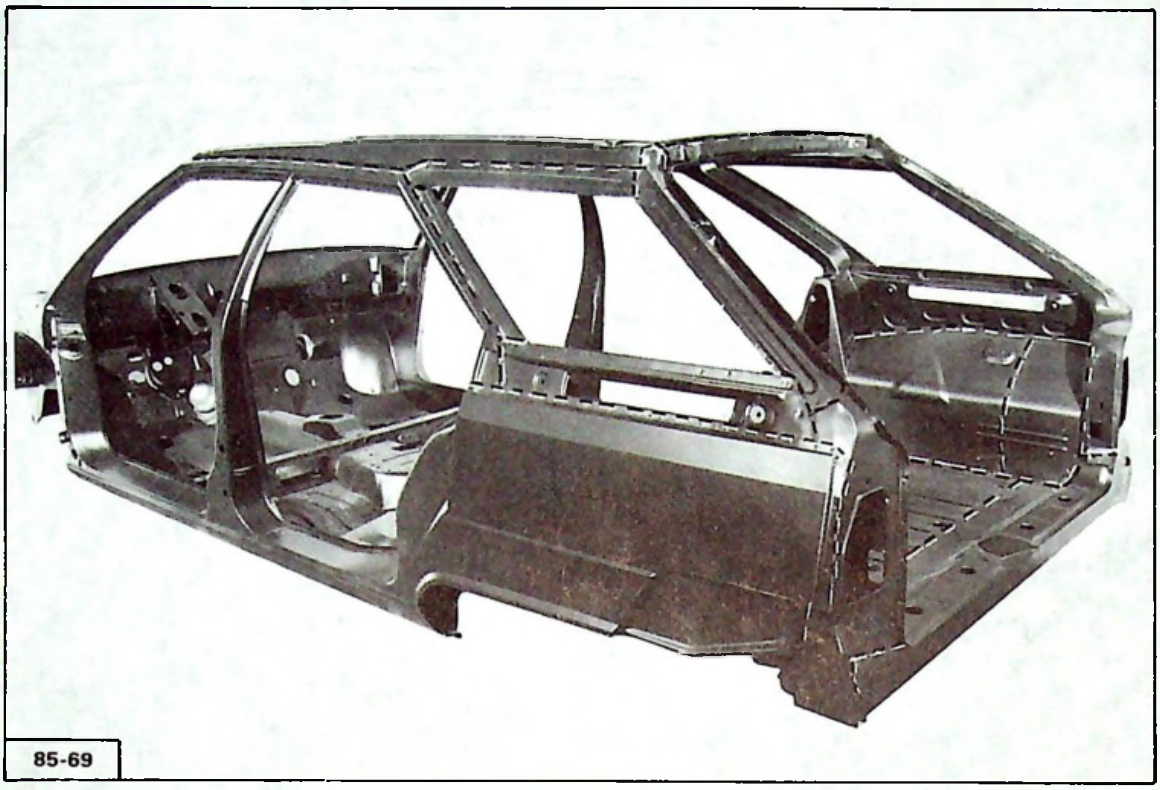

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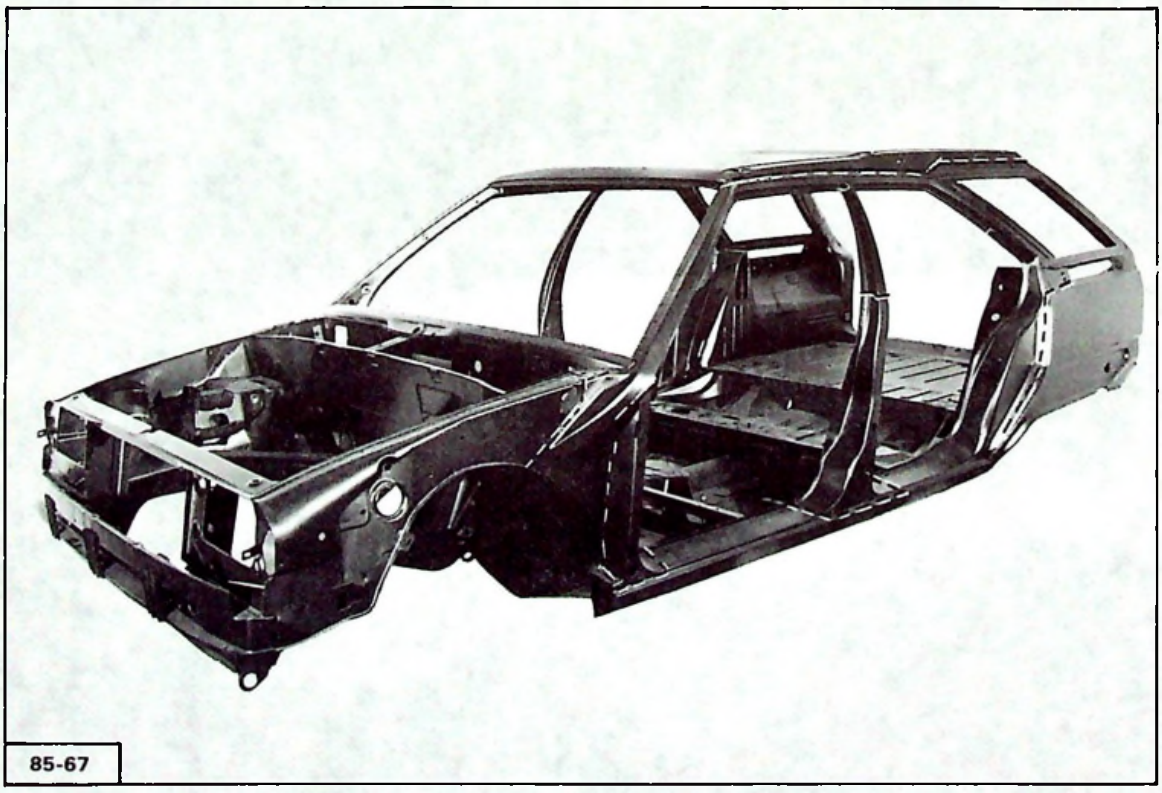

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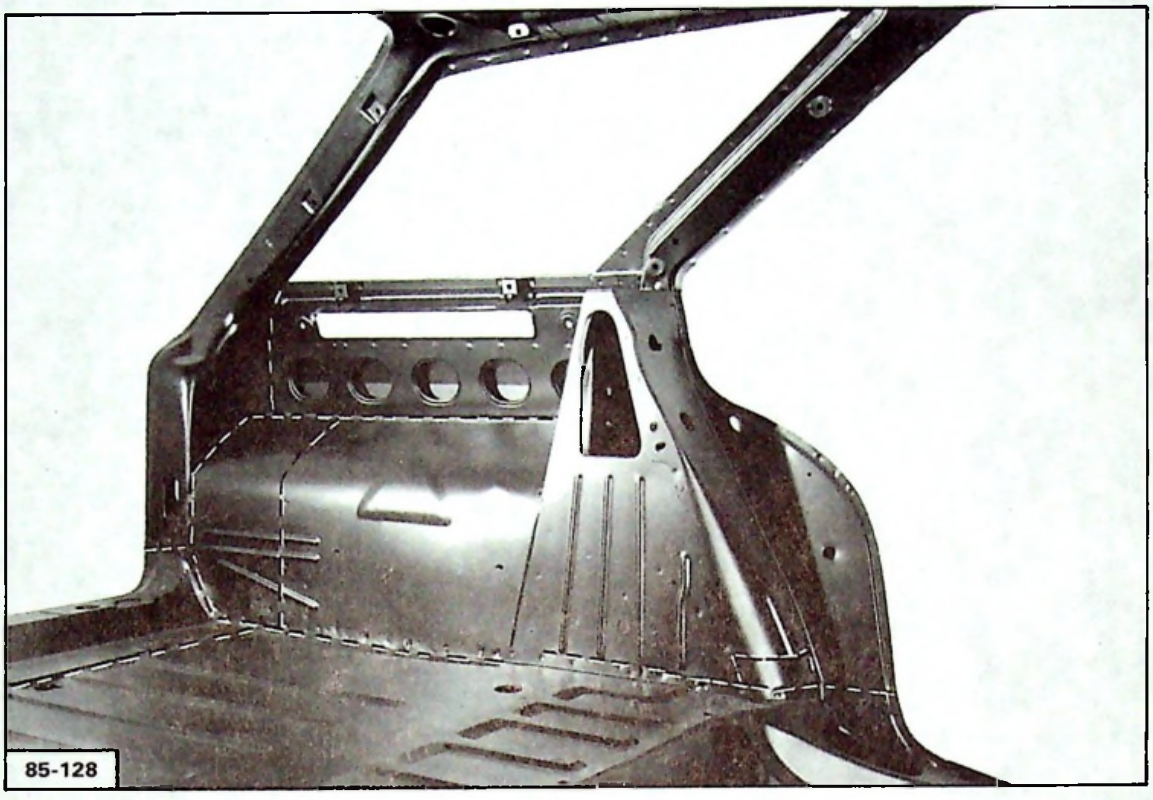
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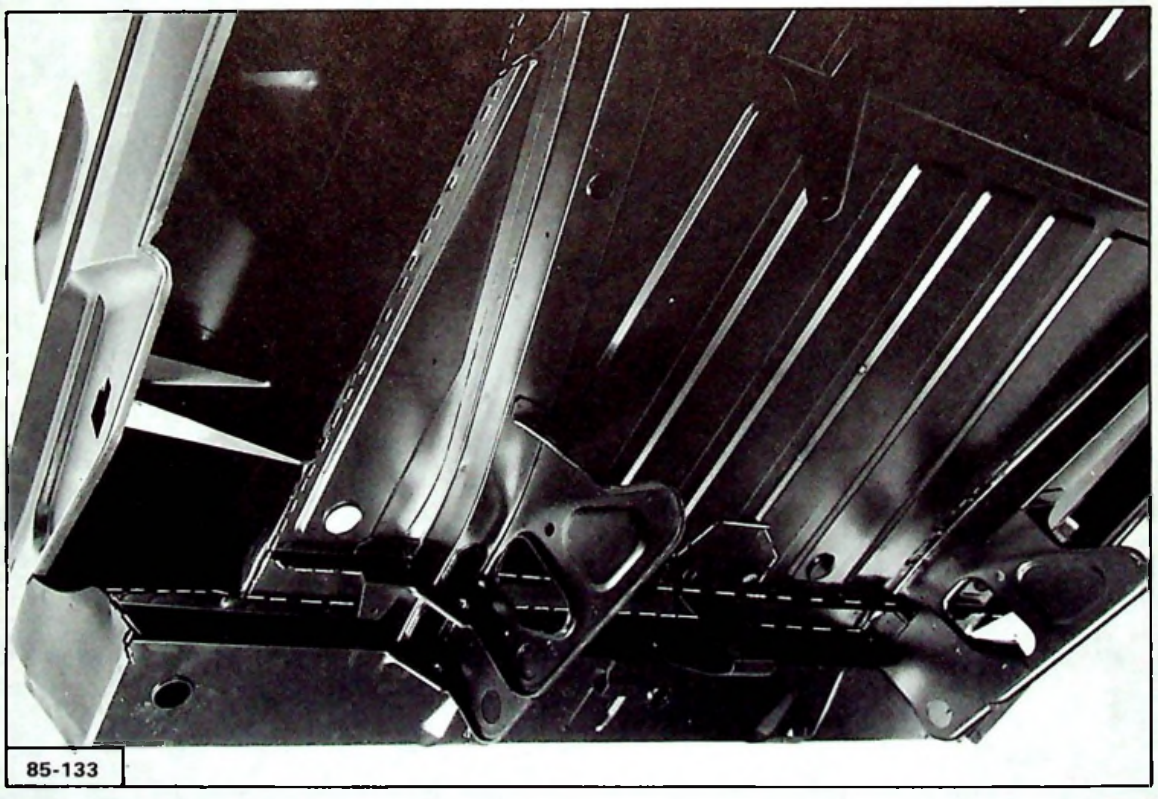
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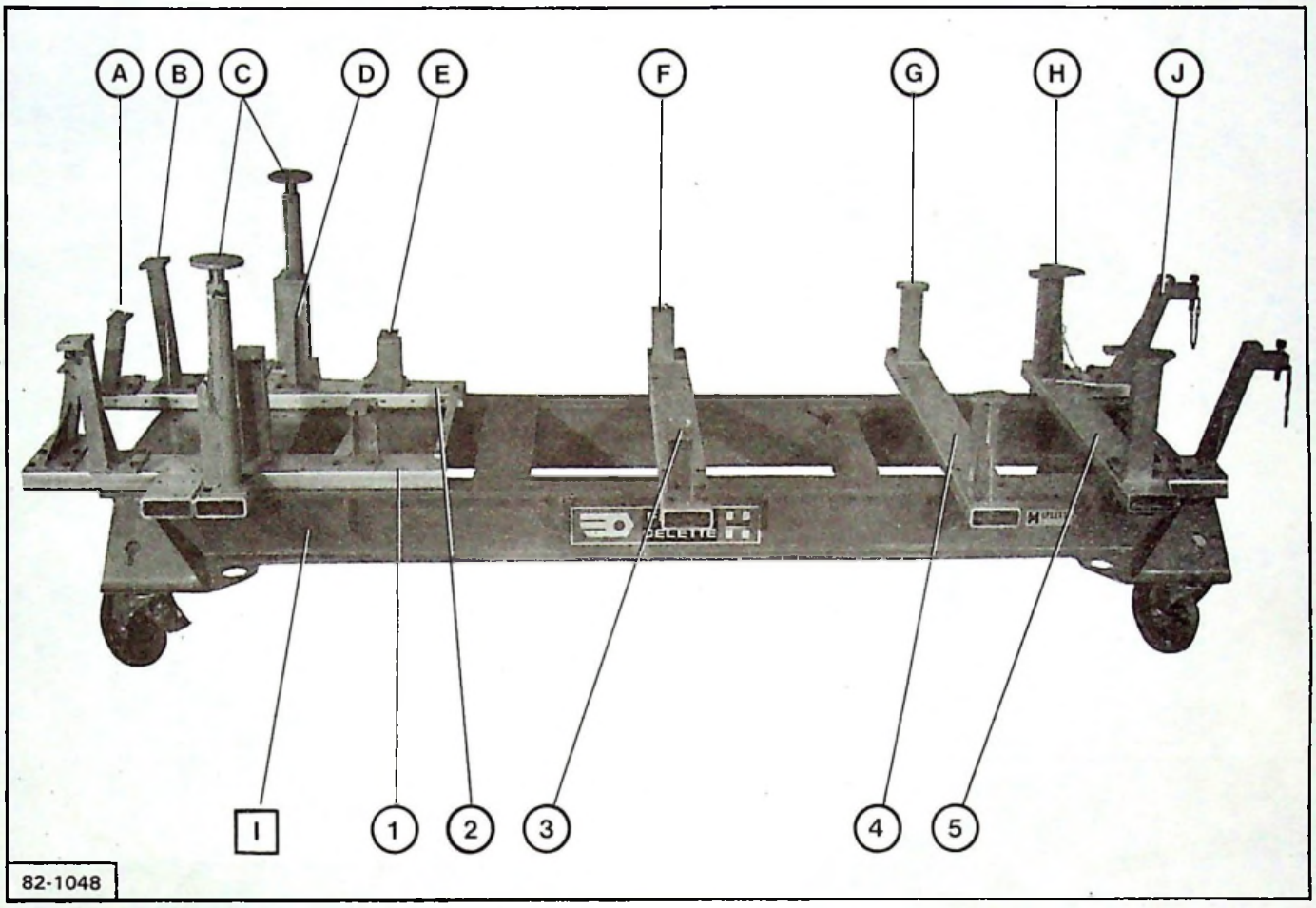

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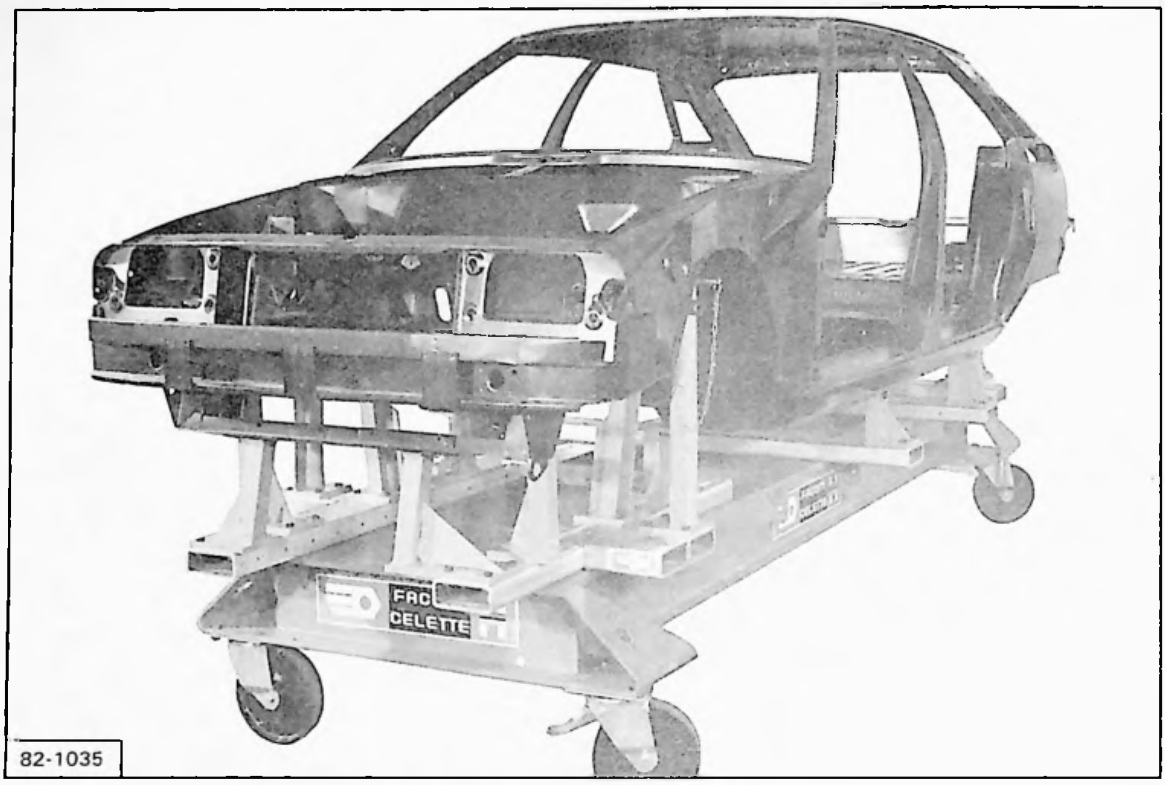

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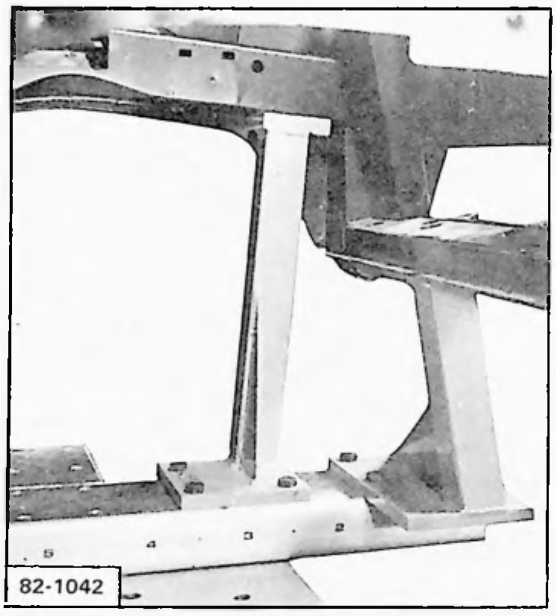
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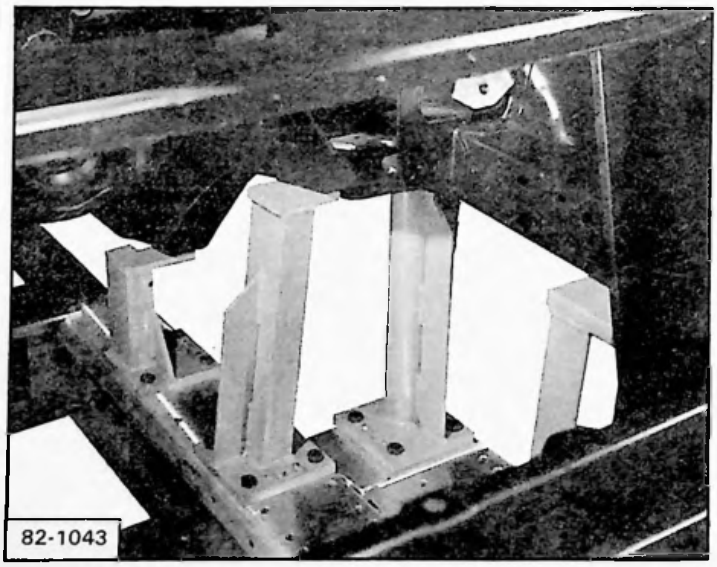
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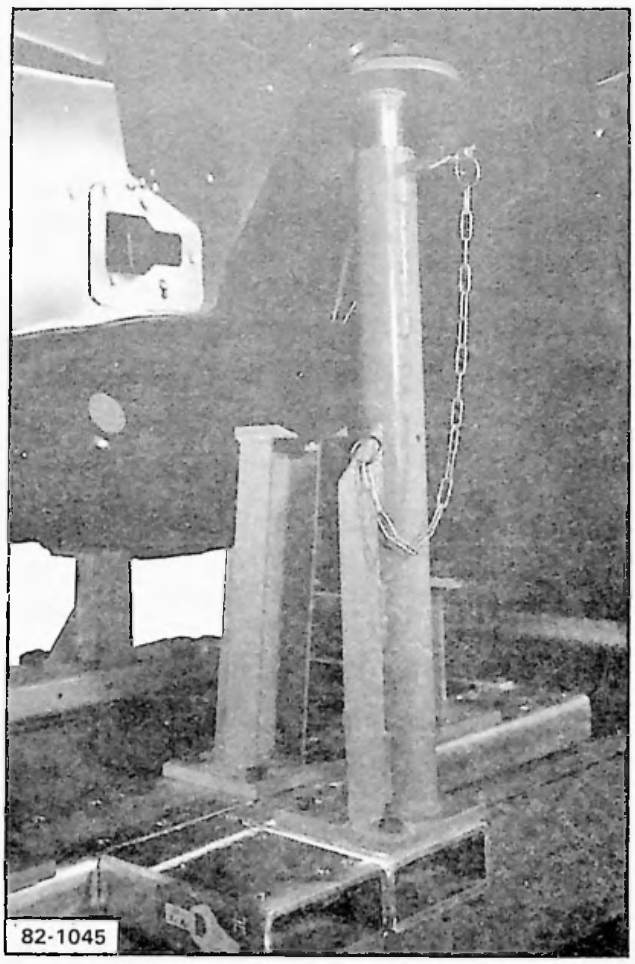
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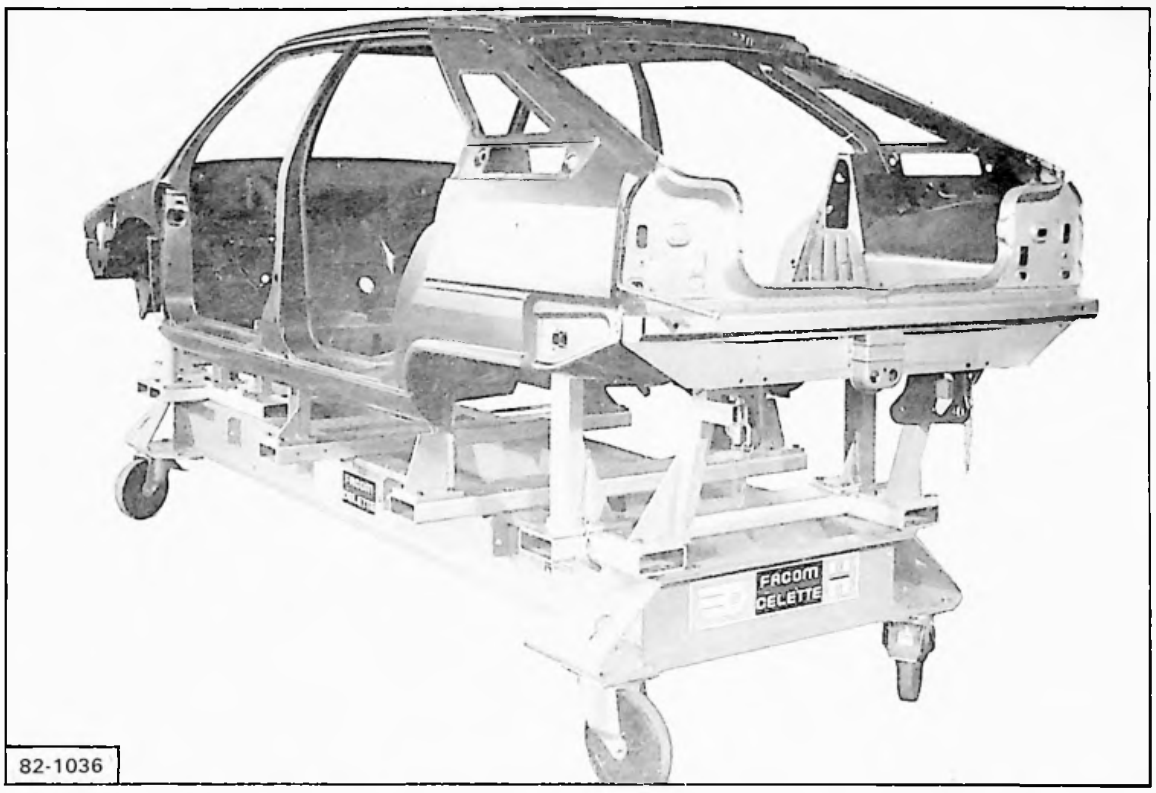

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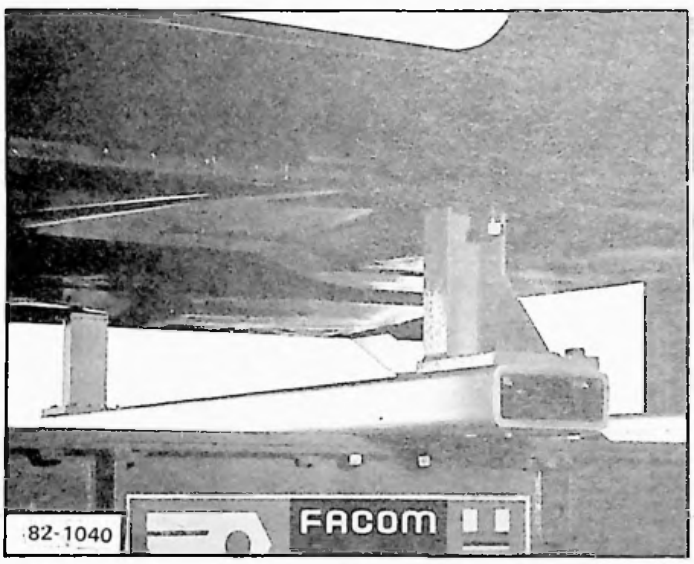

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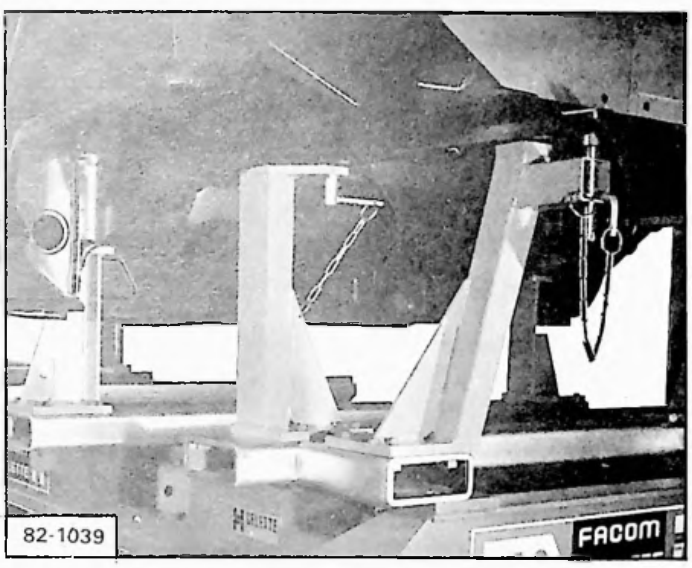

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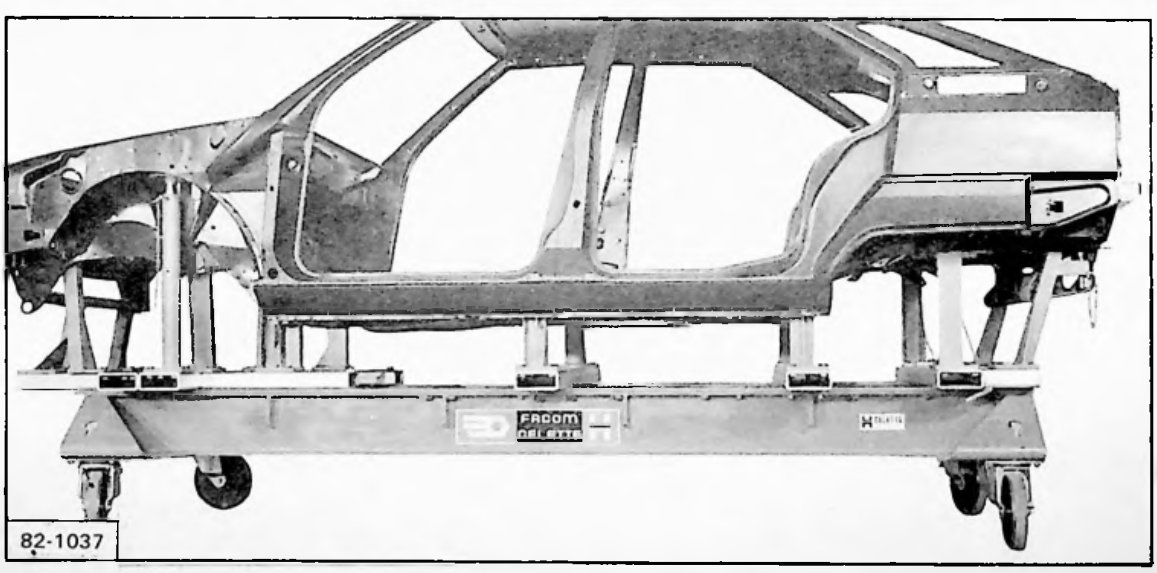

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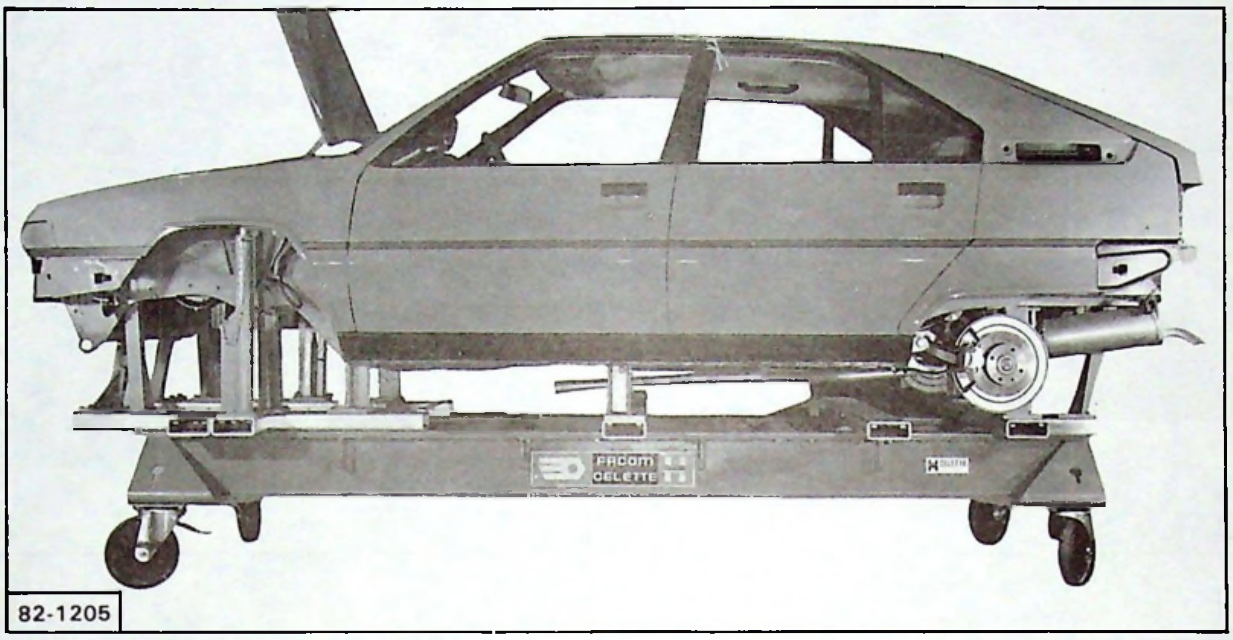

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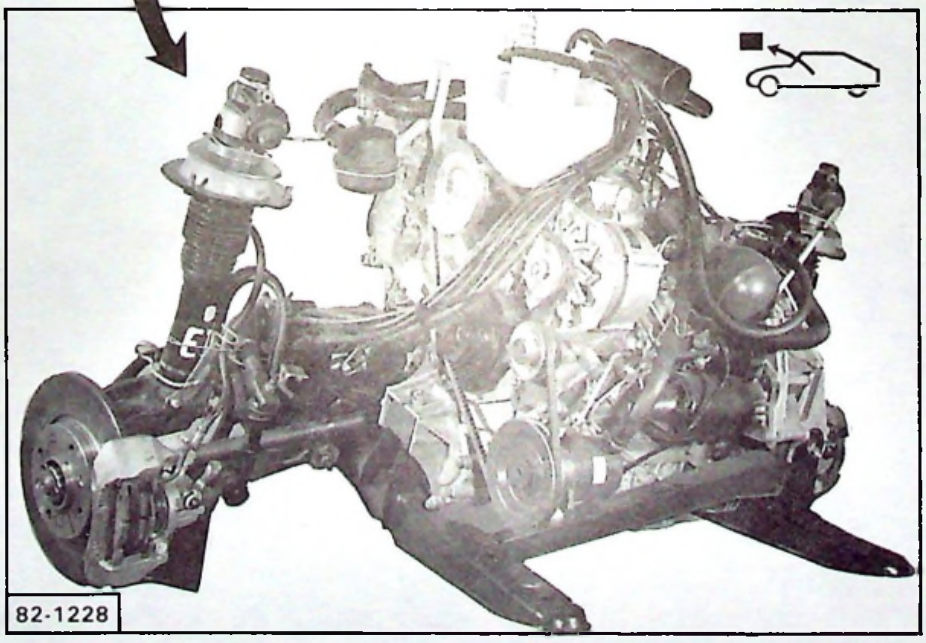

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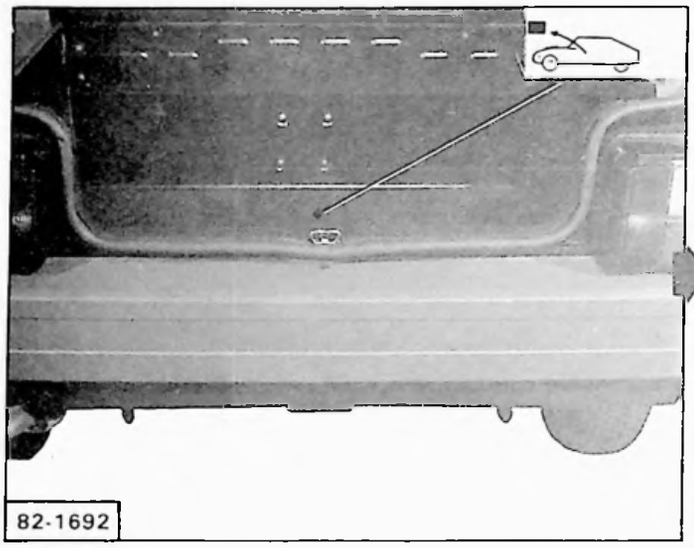
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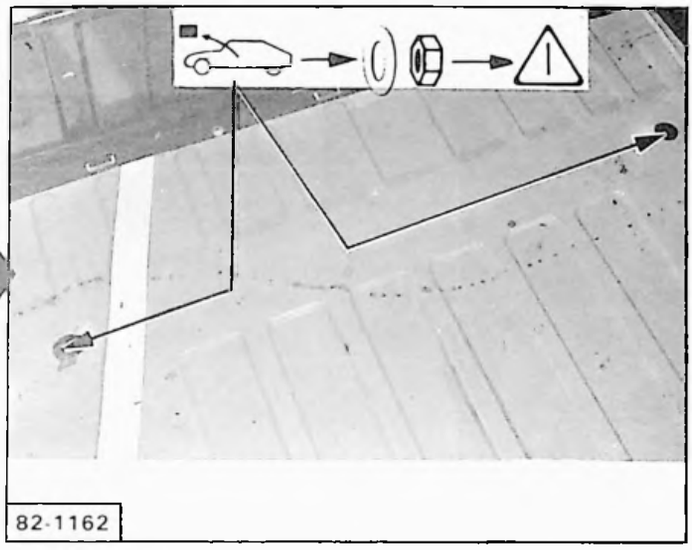
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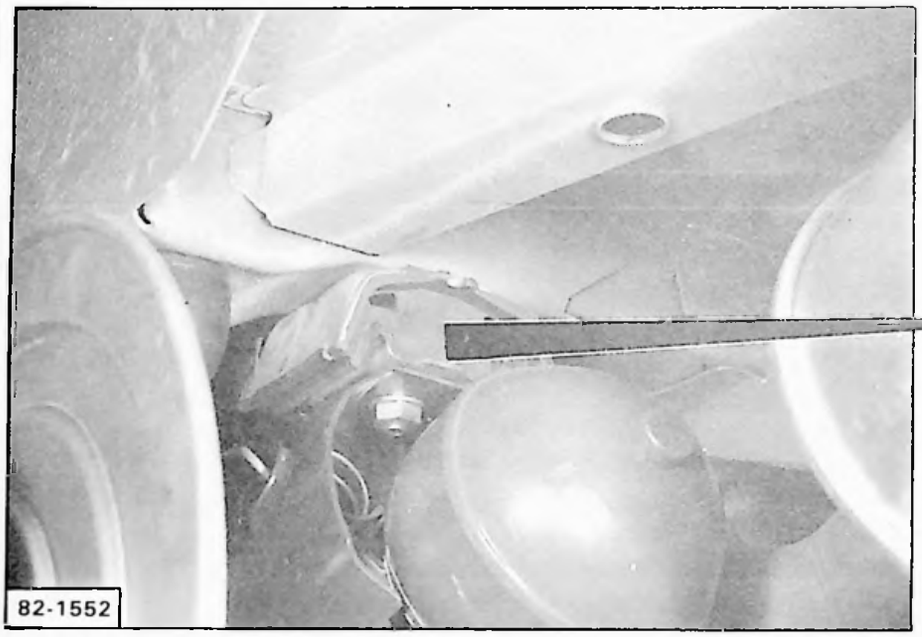
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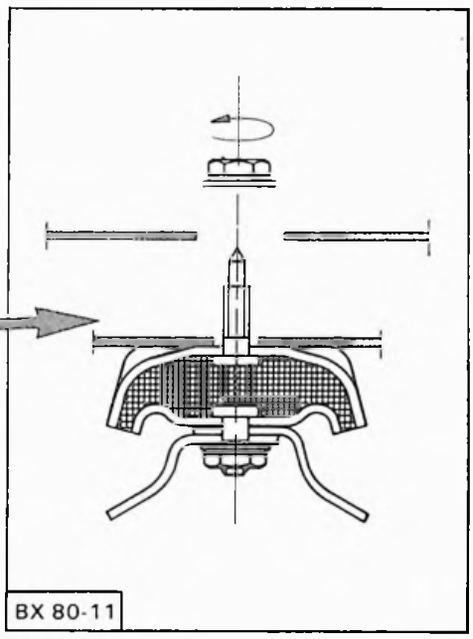
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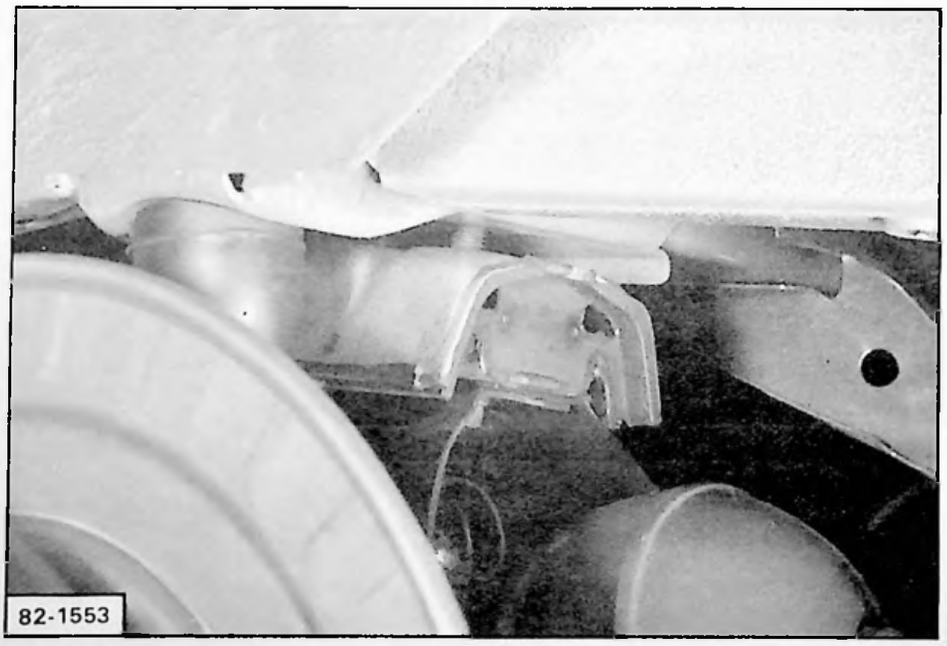
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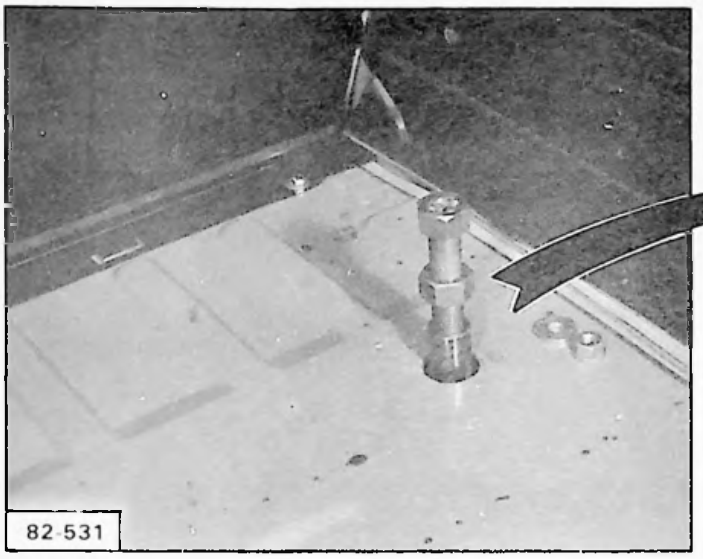
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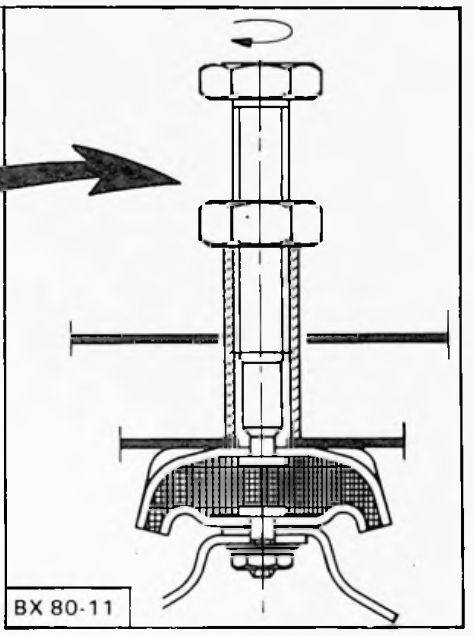
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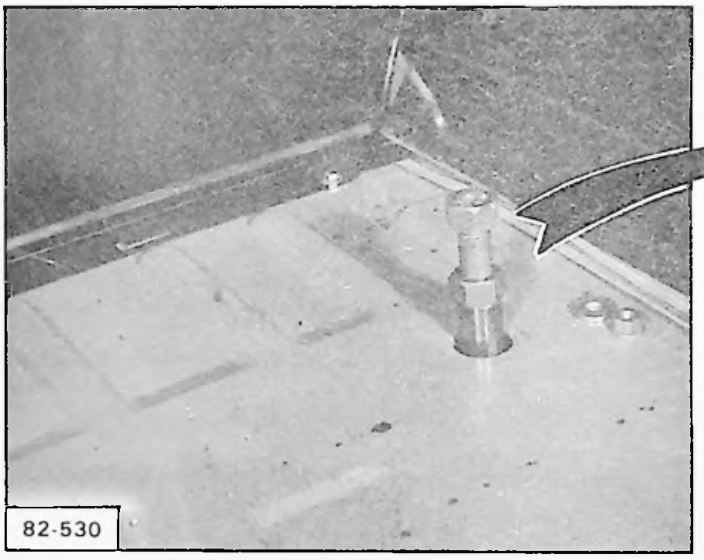
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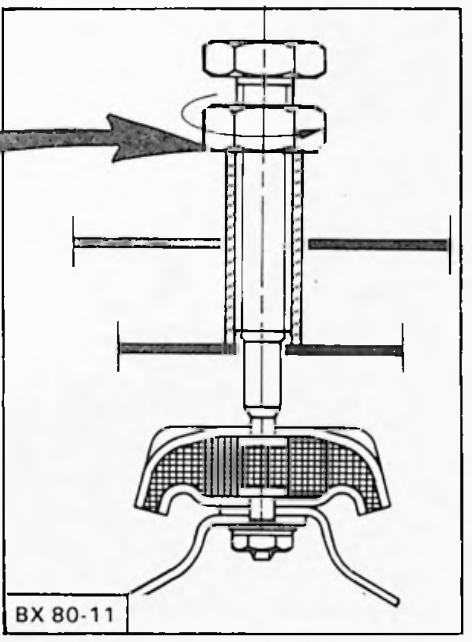
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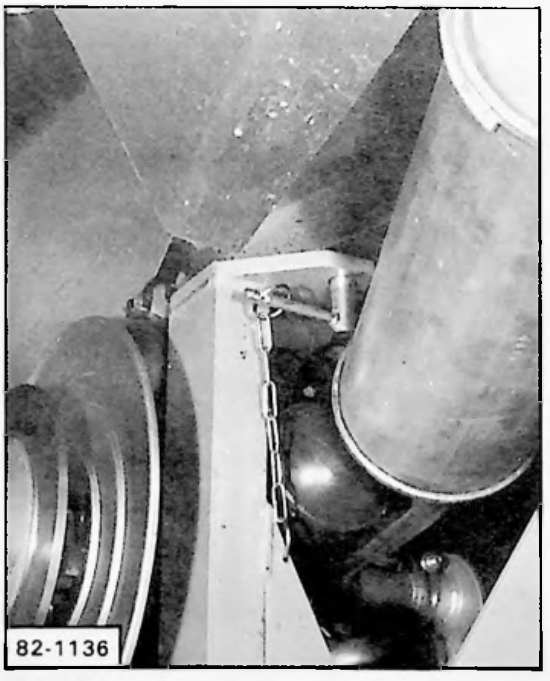
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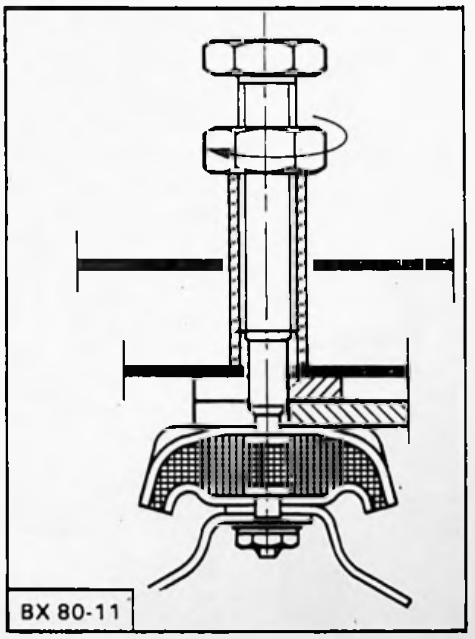
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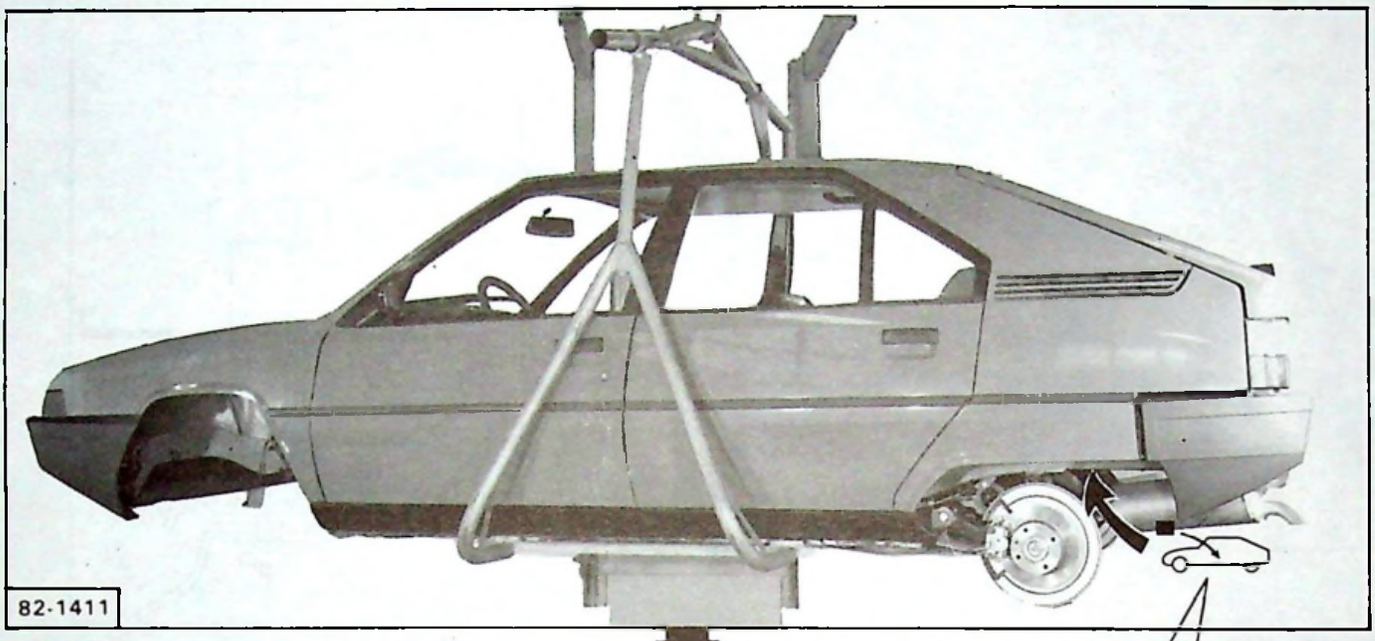

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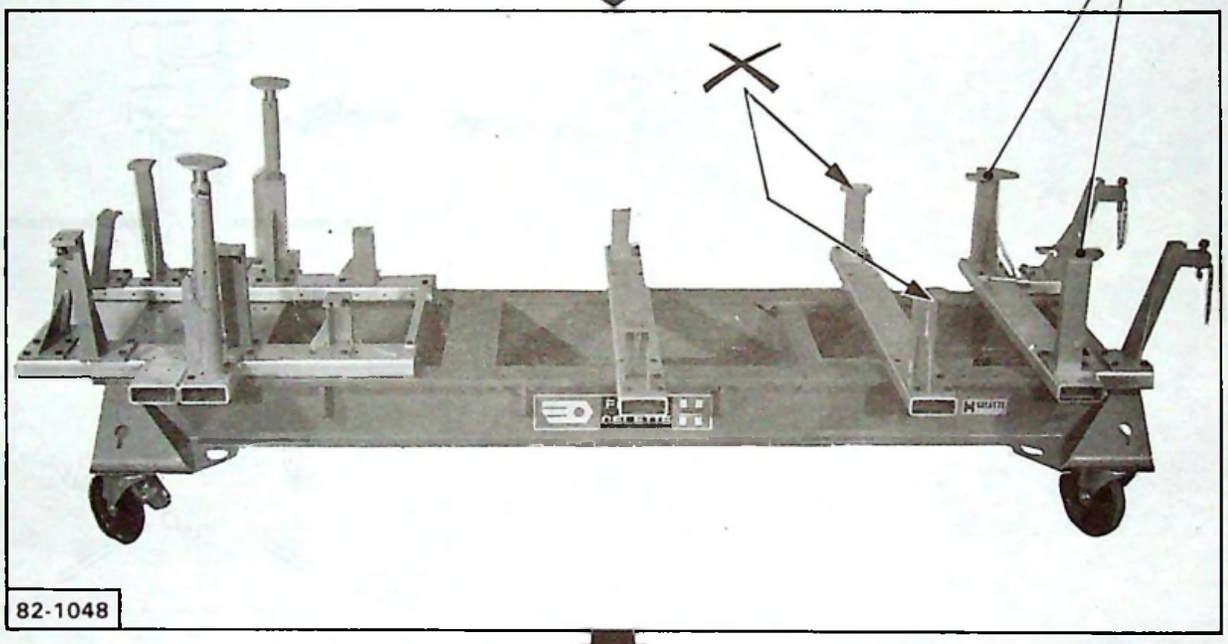

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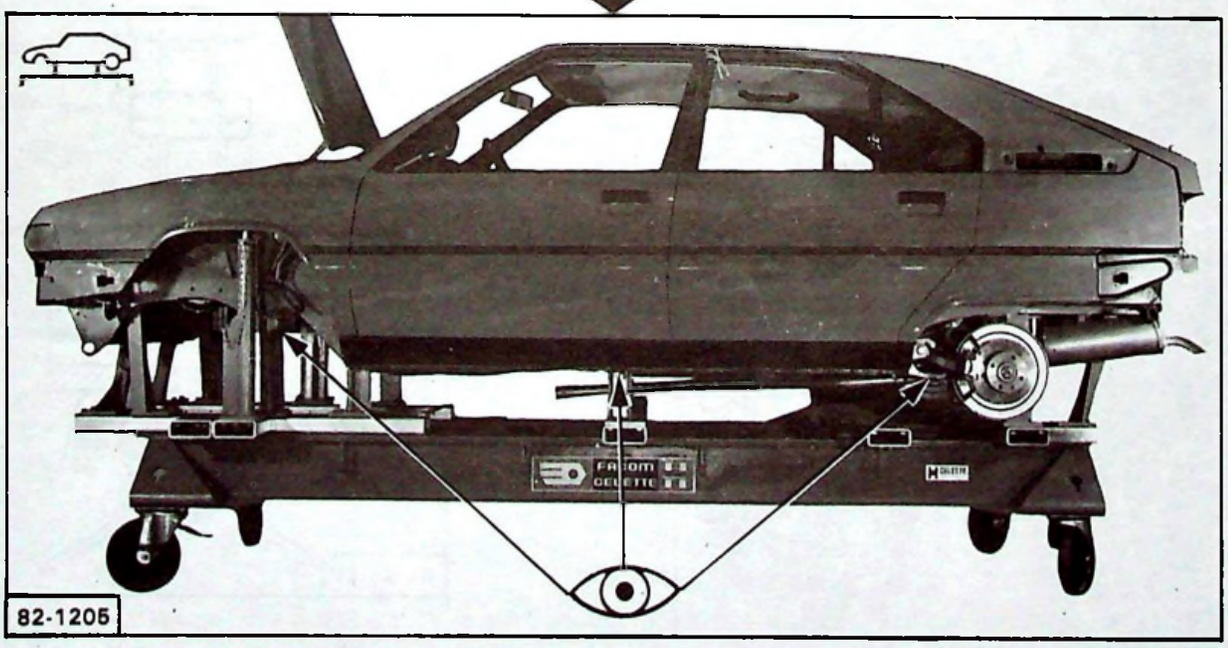

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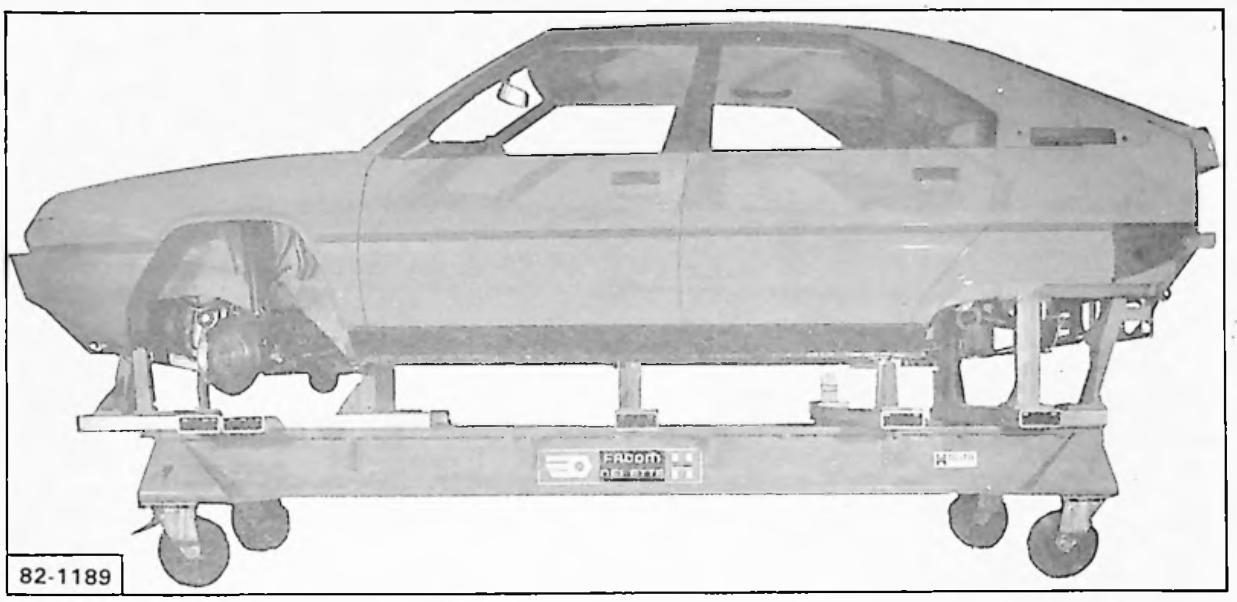

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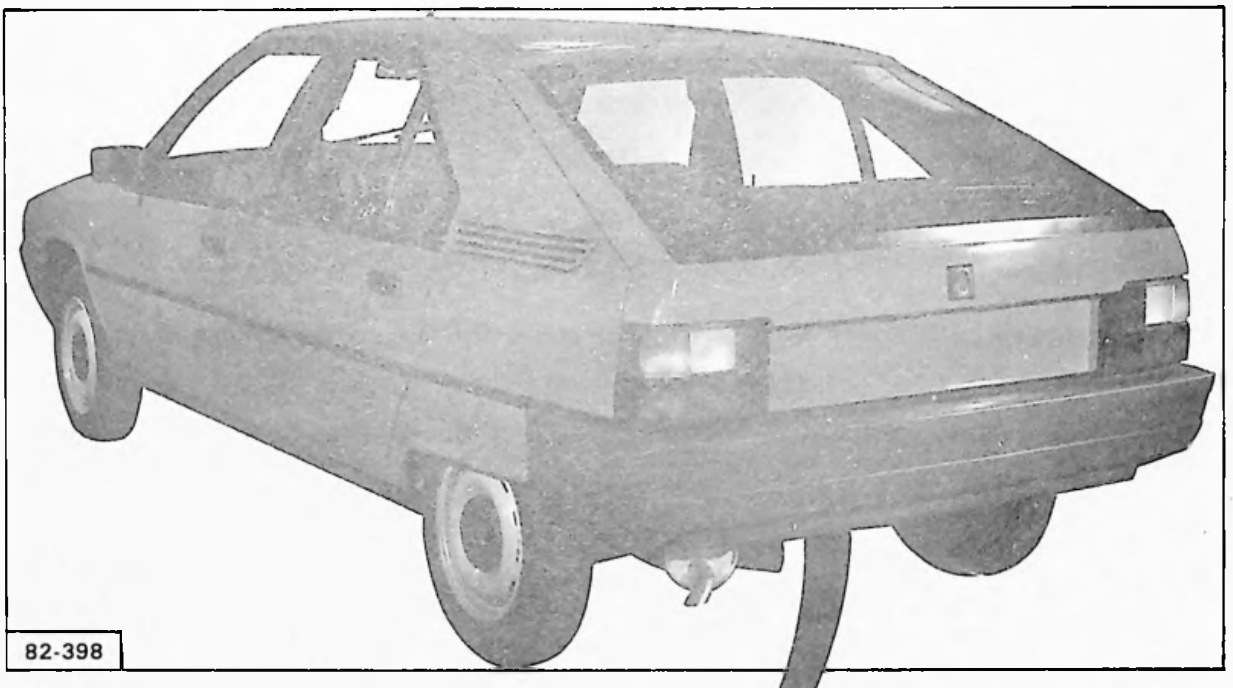

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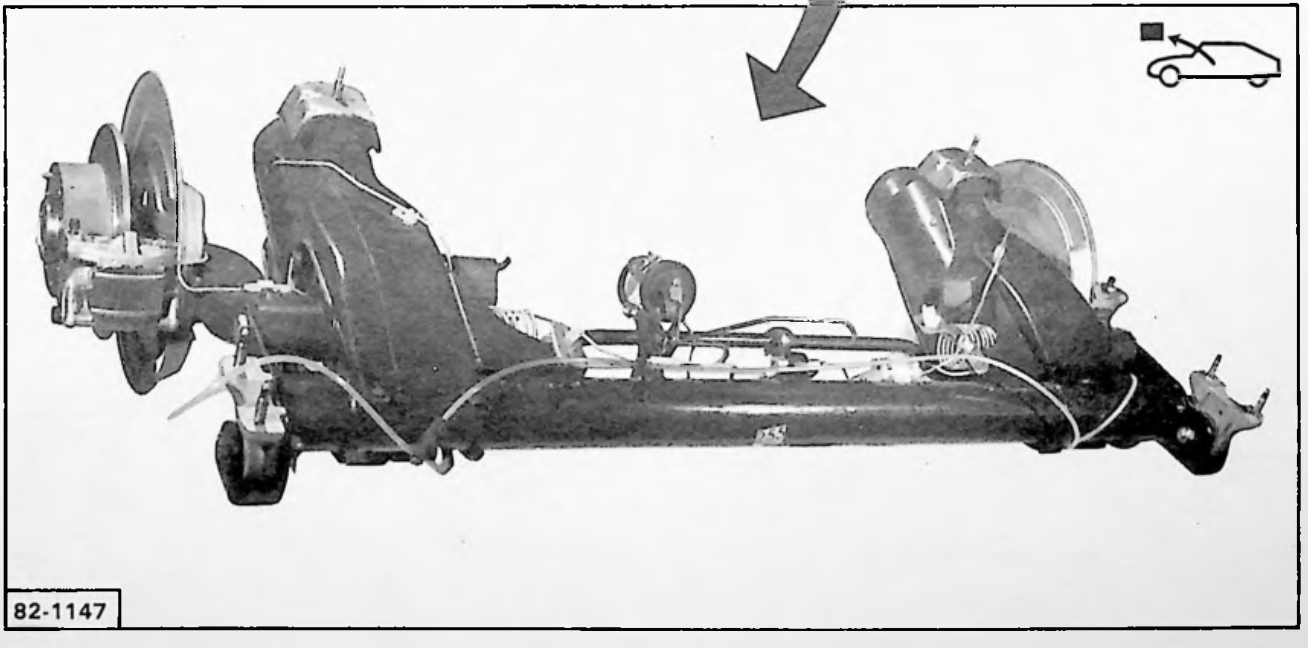

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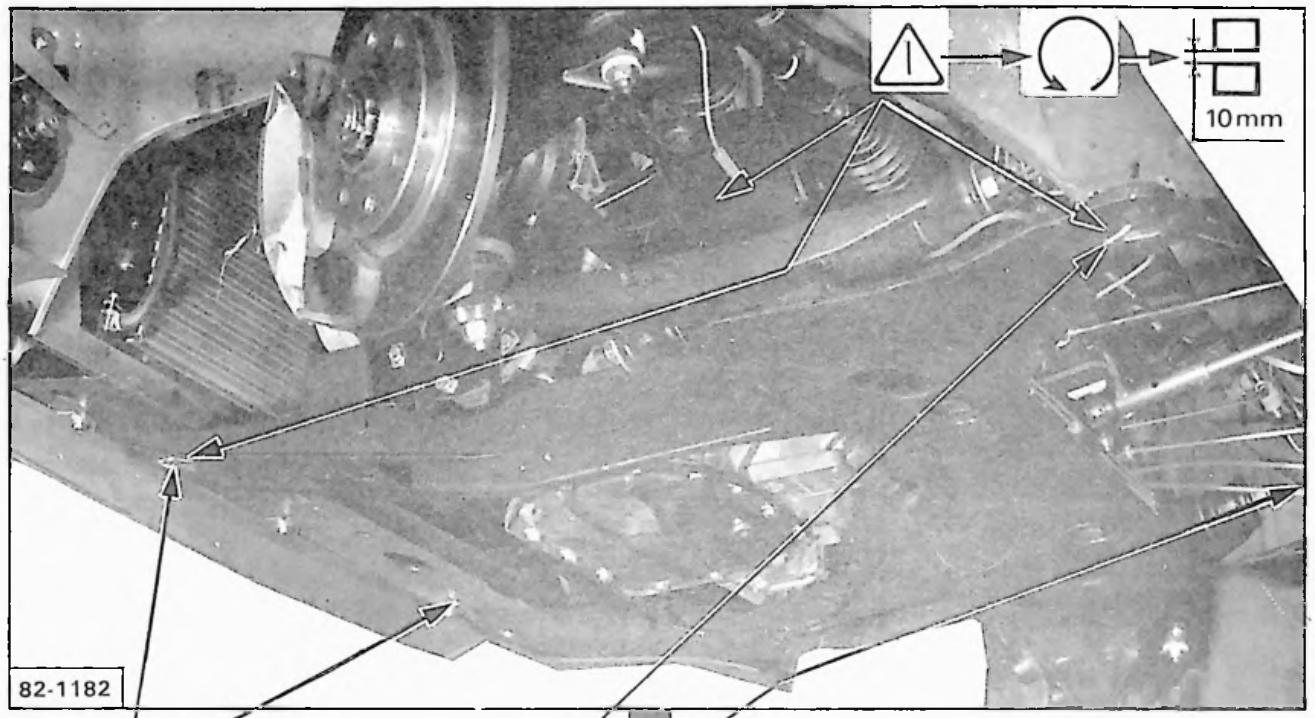
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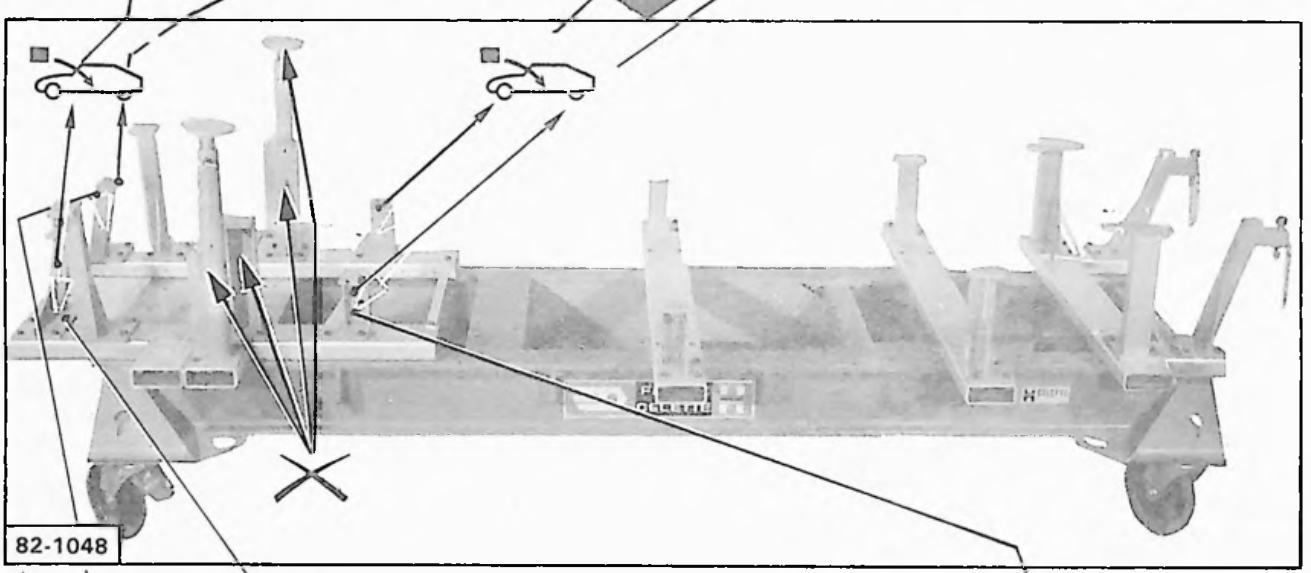
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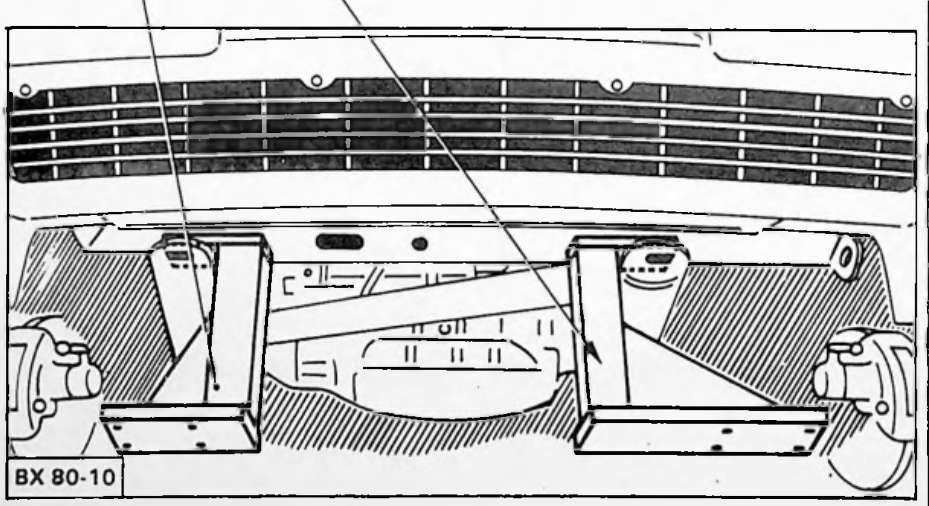
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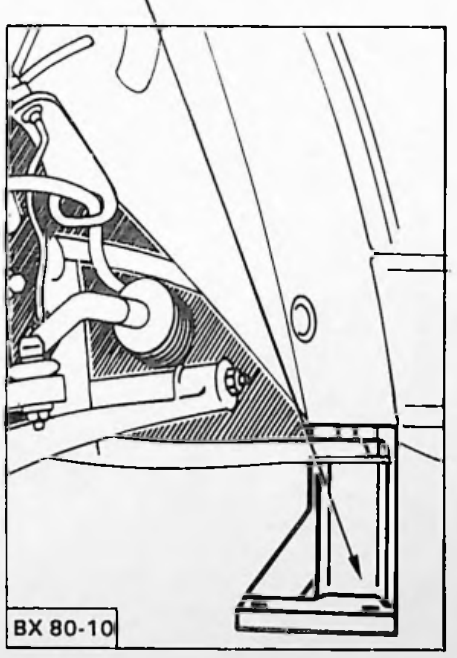
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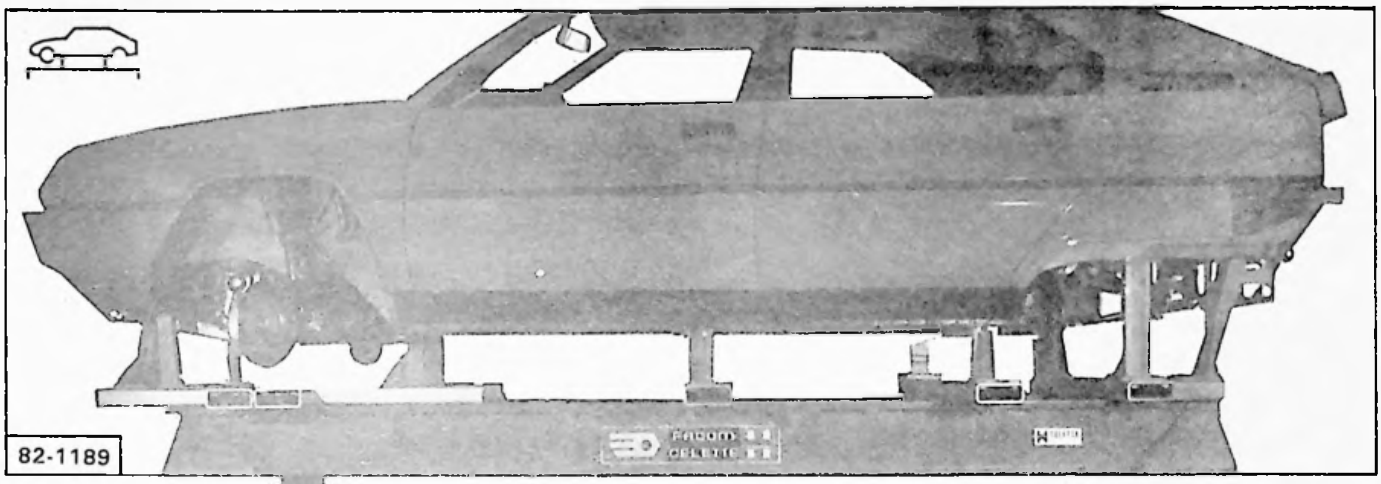
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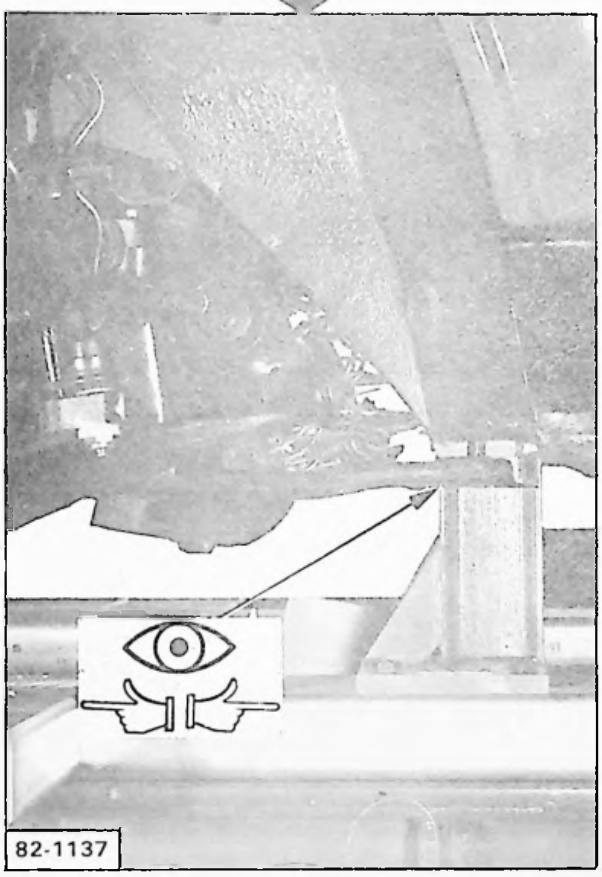
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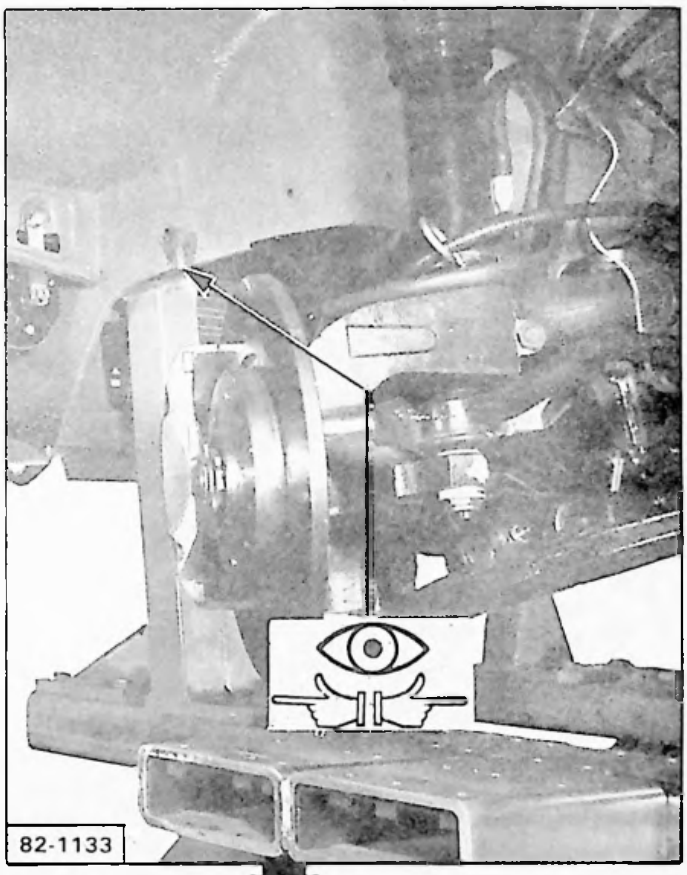
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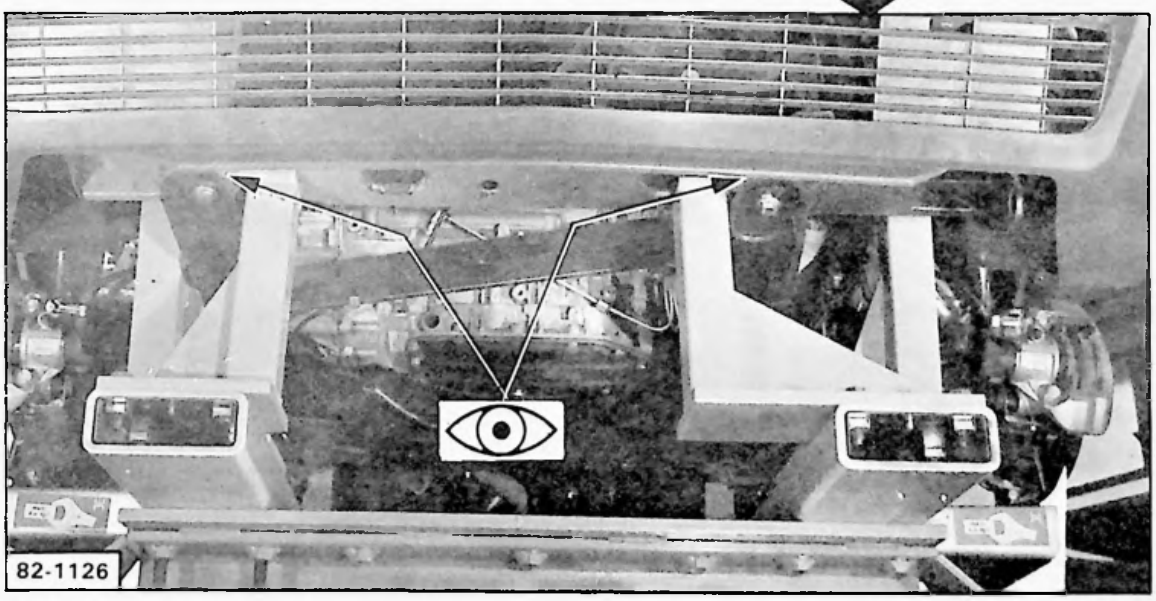
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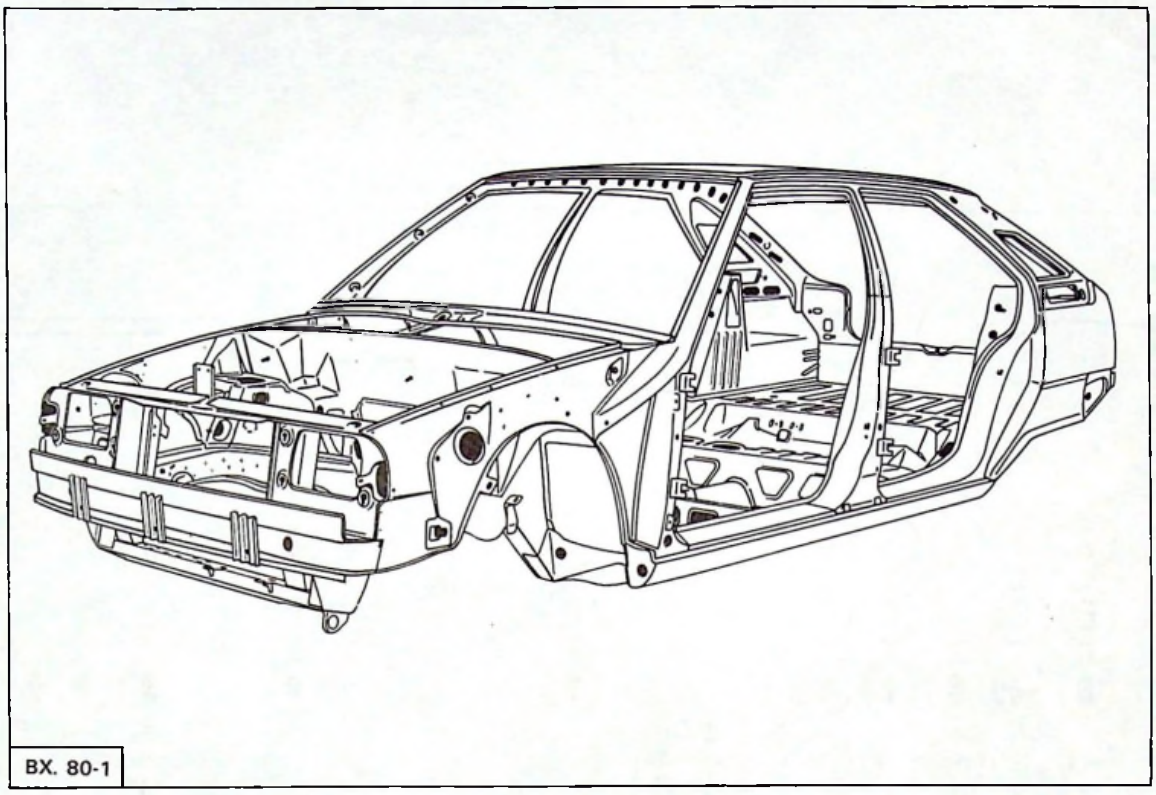

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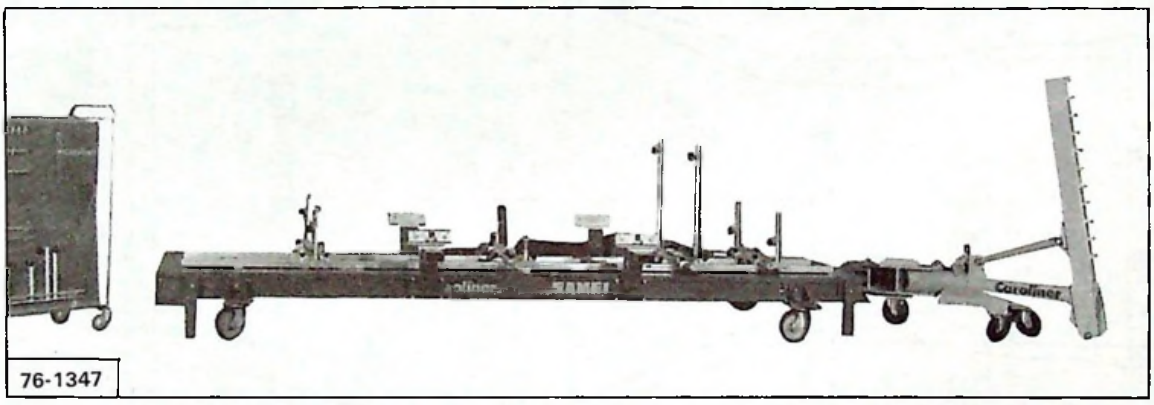

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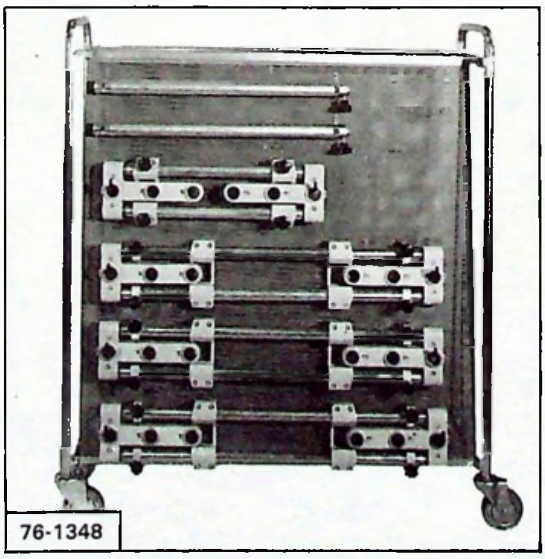

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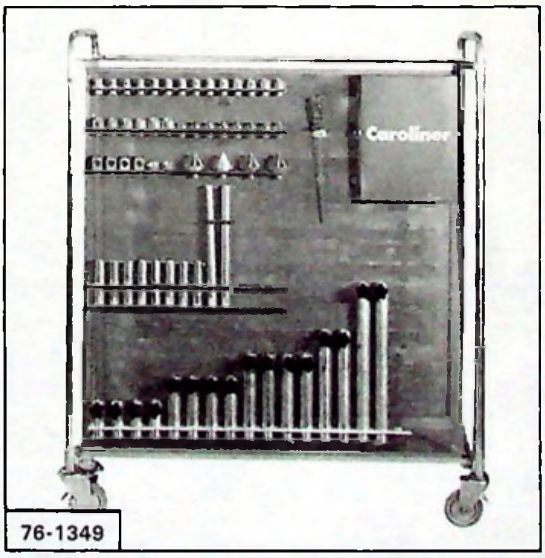

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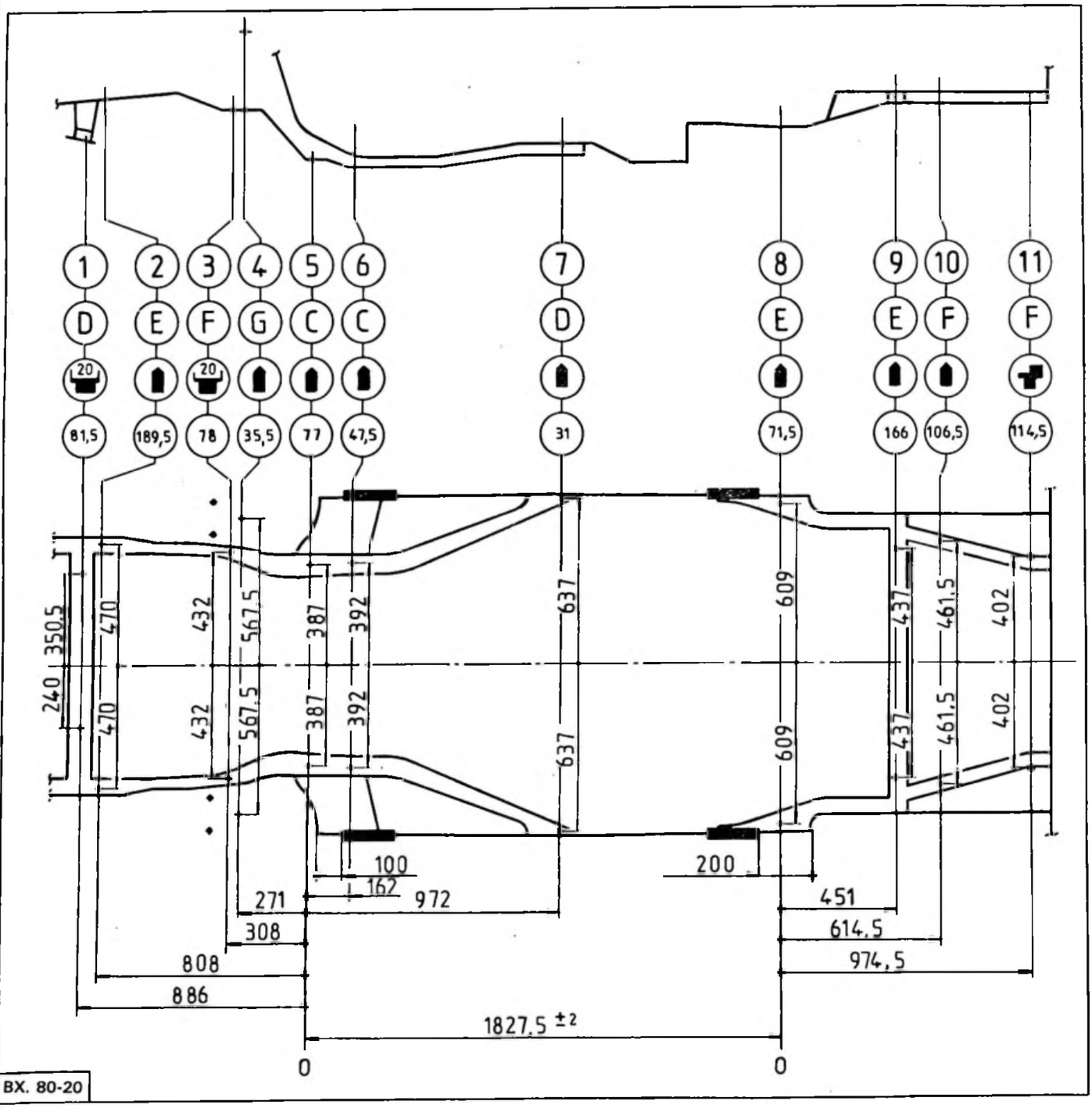
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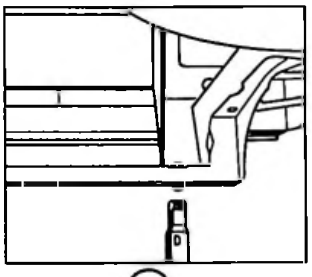

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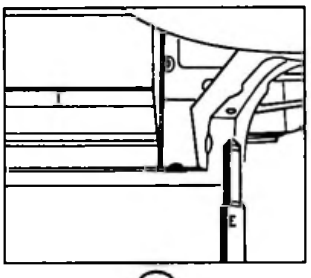

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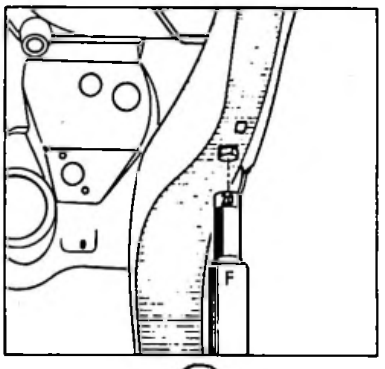

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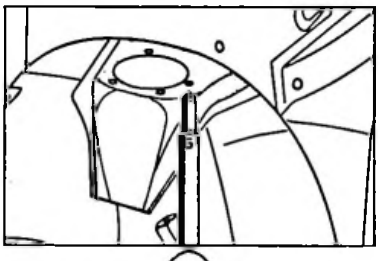

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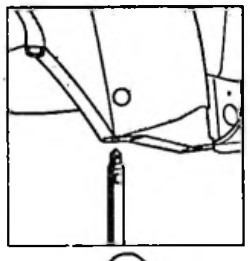

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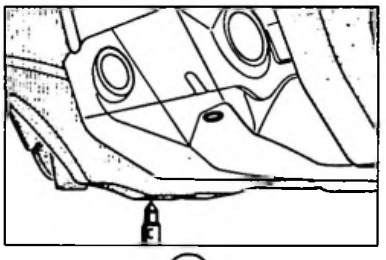

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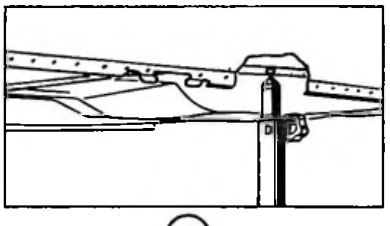

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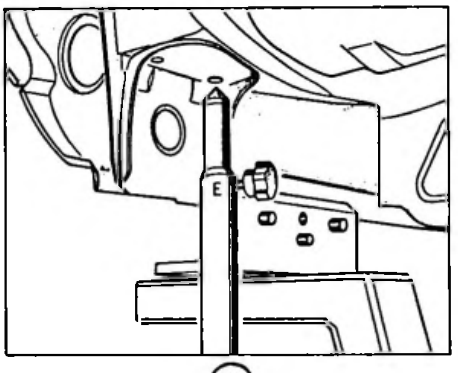

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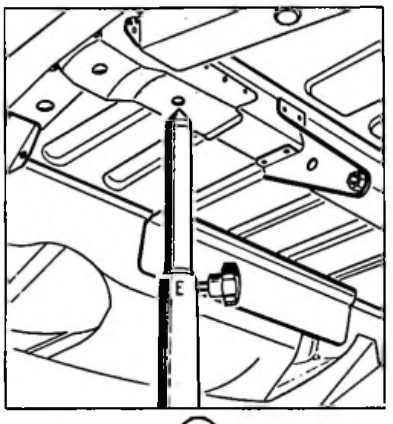

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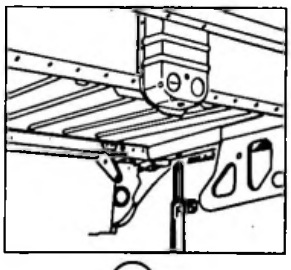

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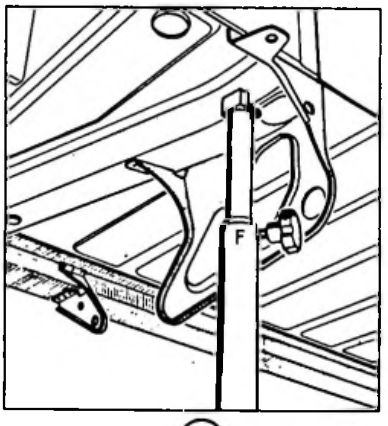

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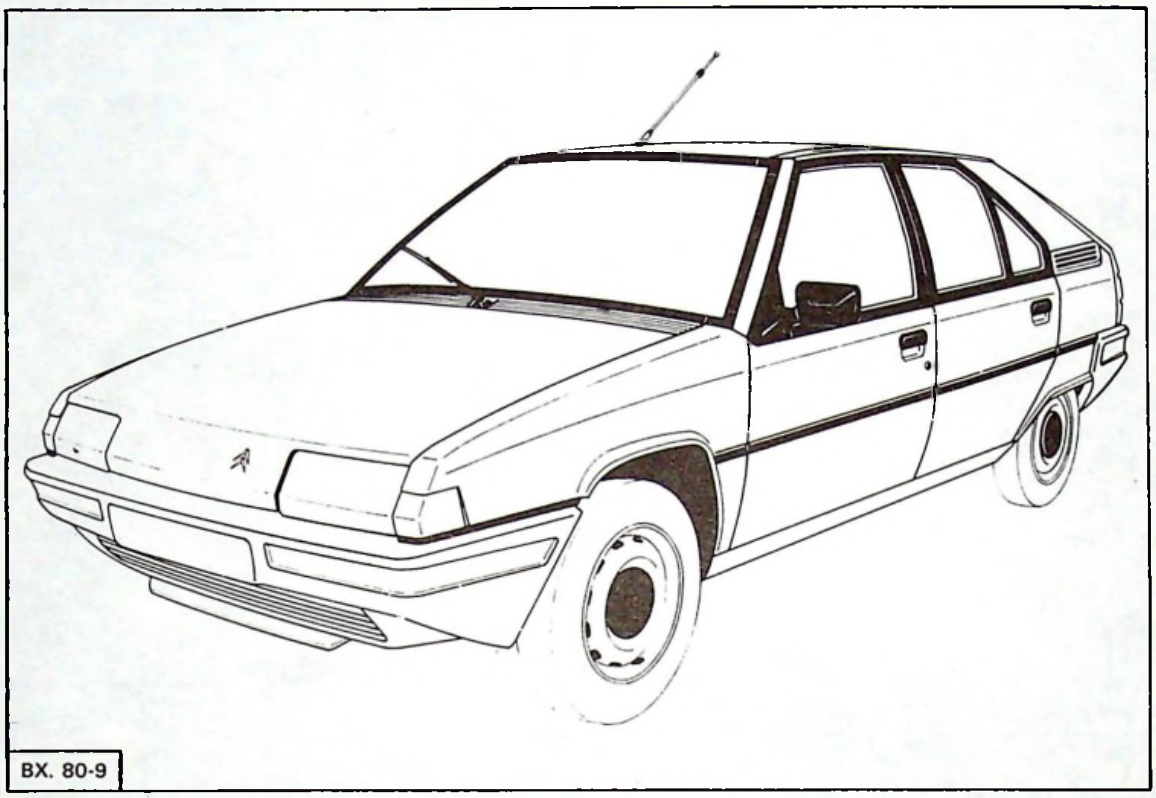

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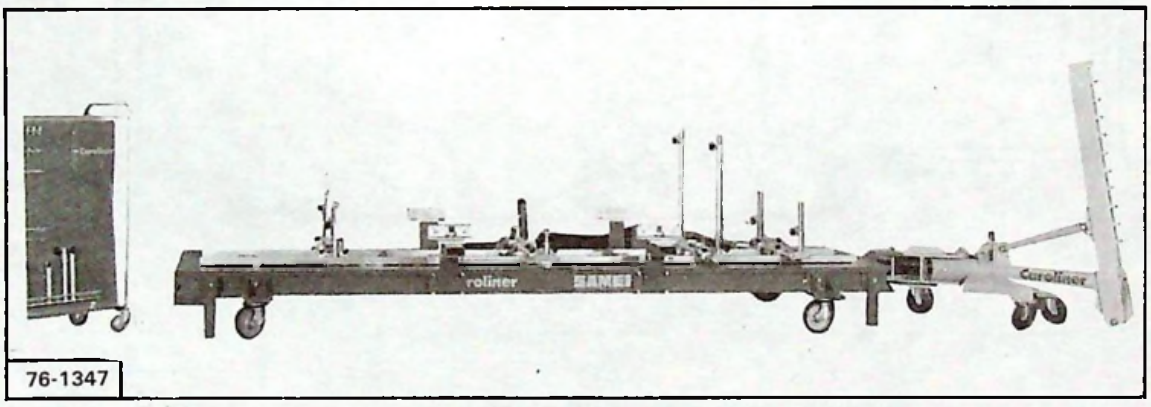

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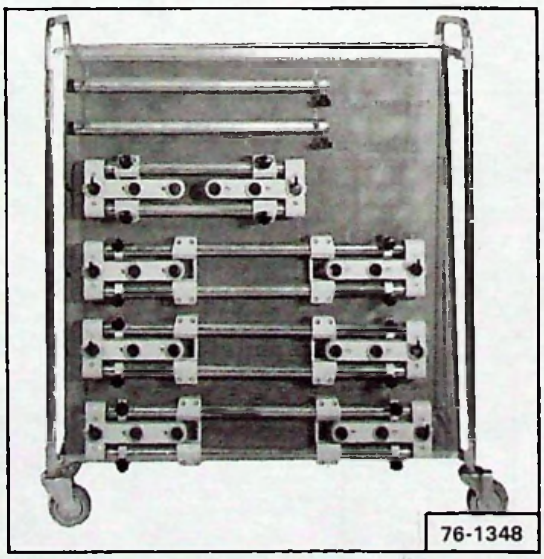

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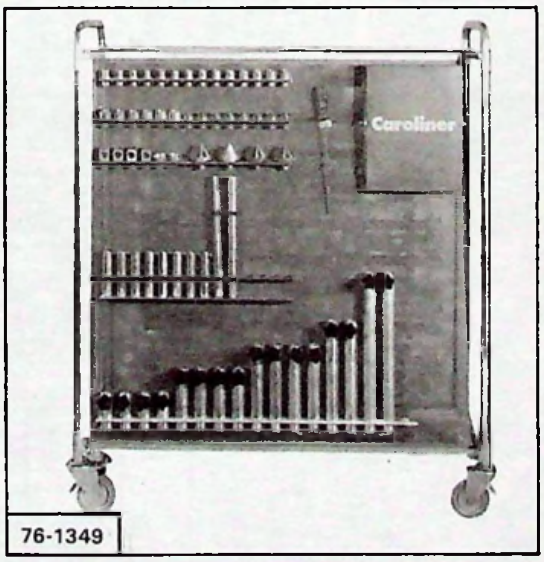

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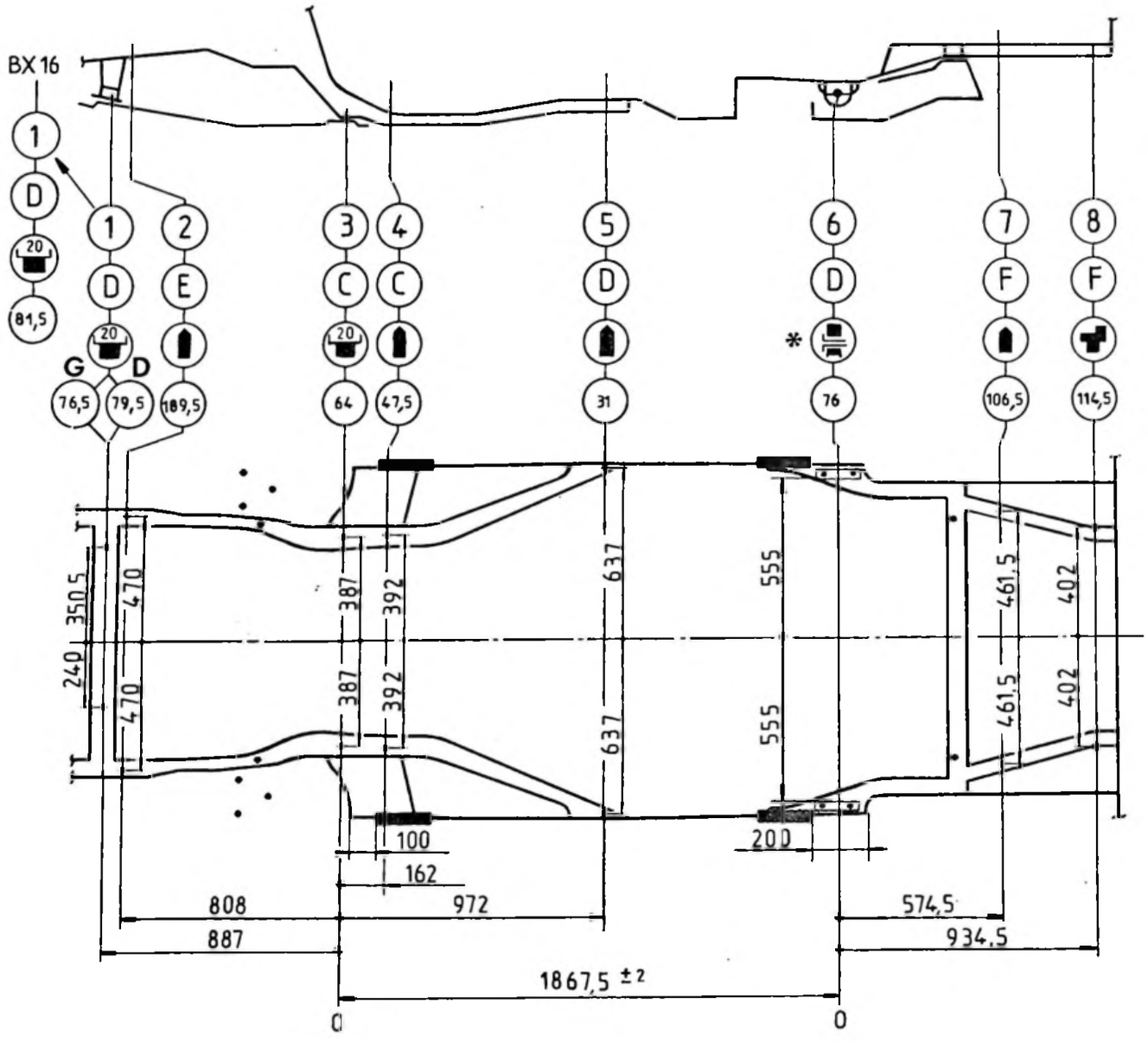

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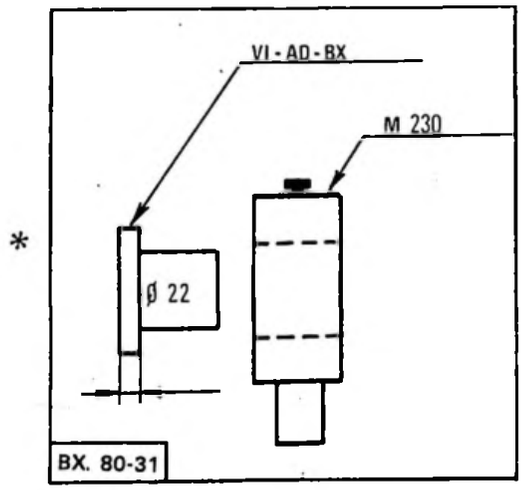

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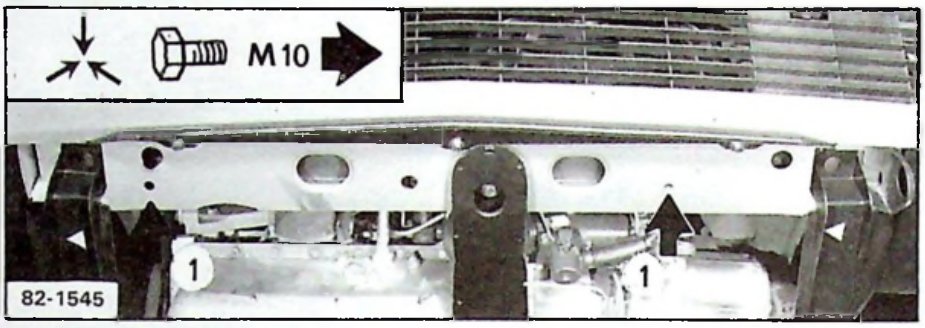
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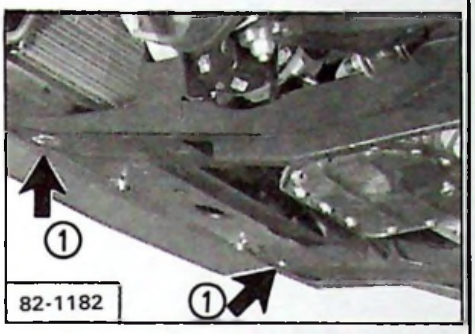
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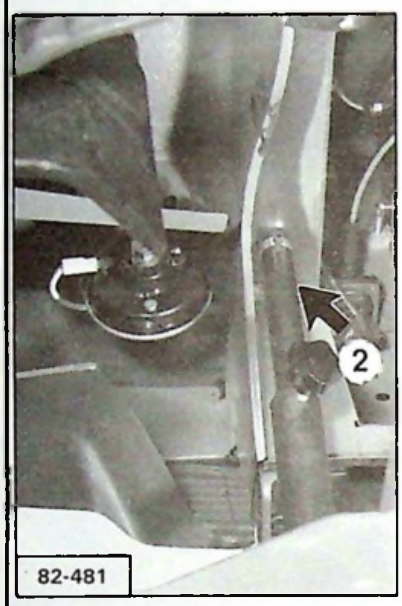
82-1182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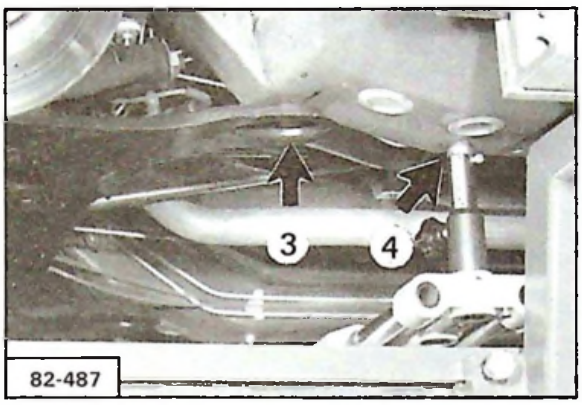
82-481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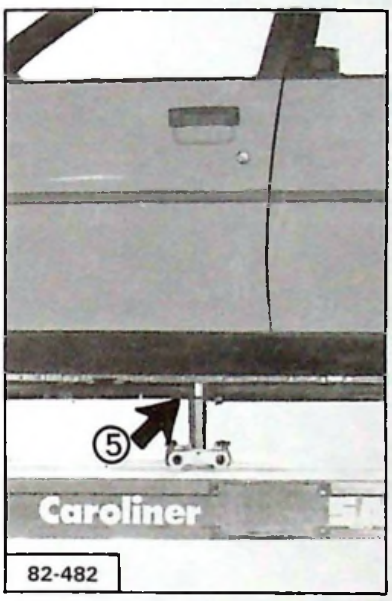
4
82-487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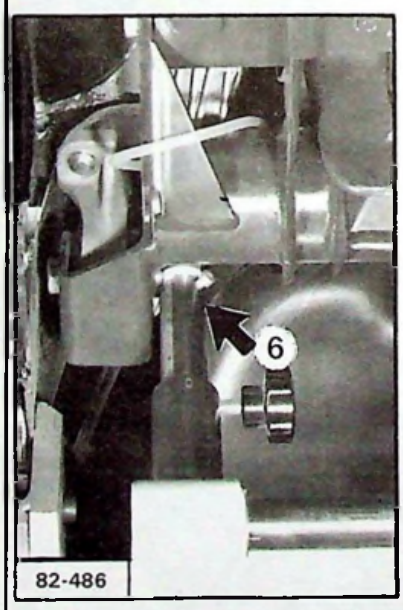
Caroliner
82-482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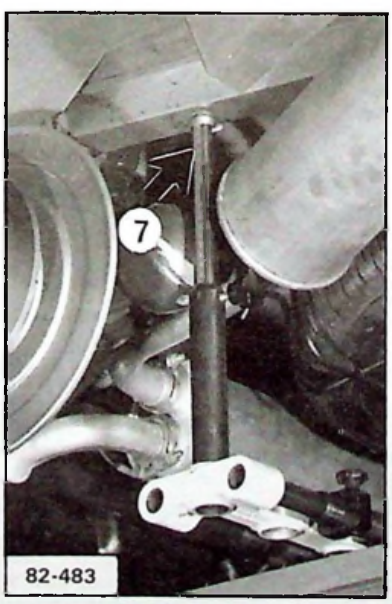
82-486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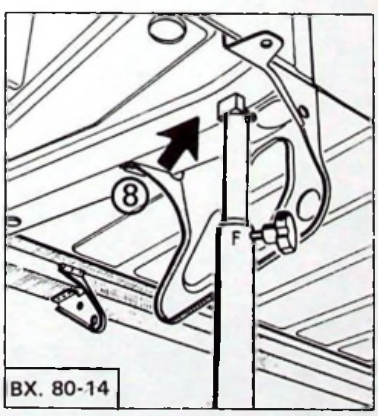
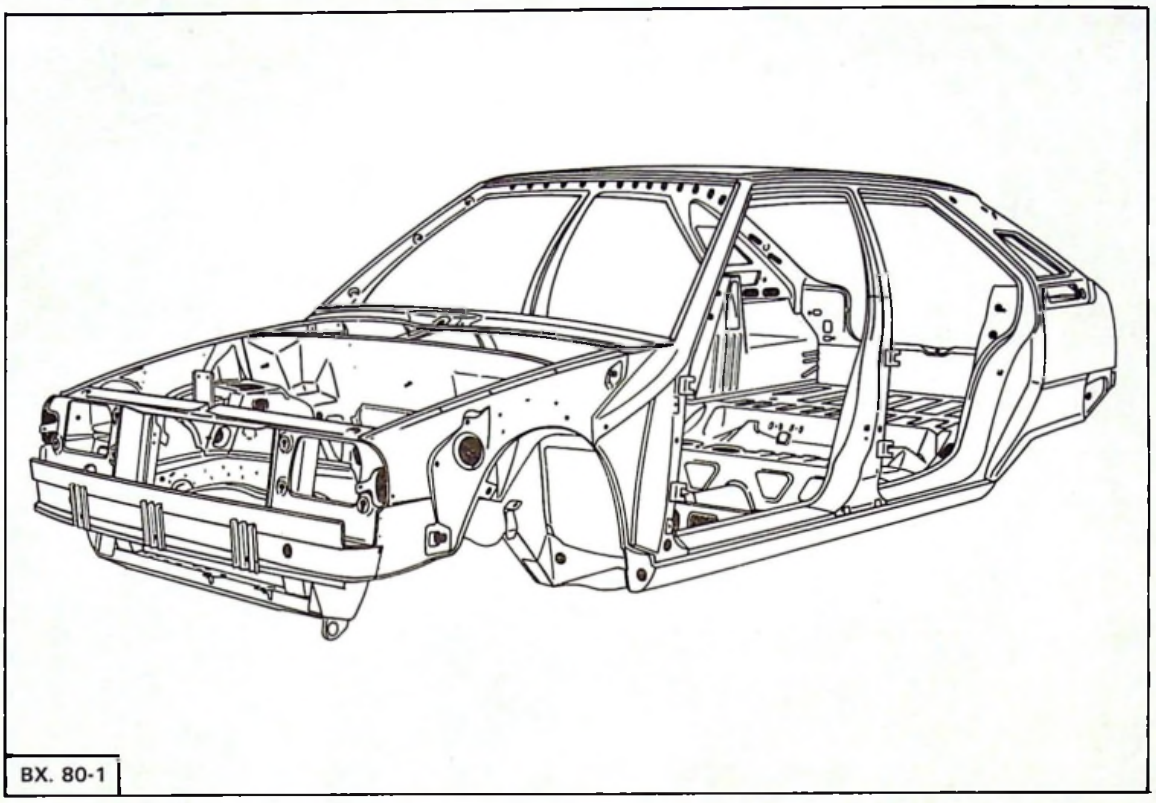
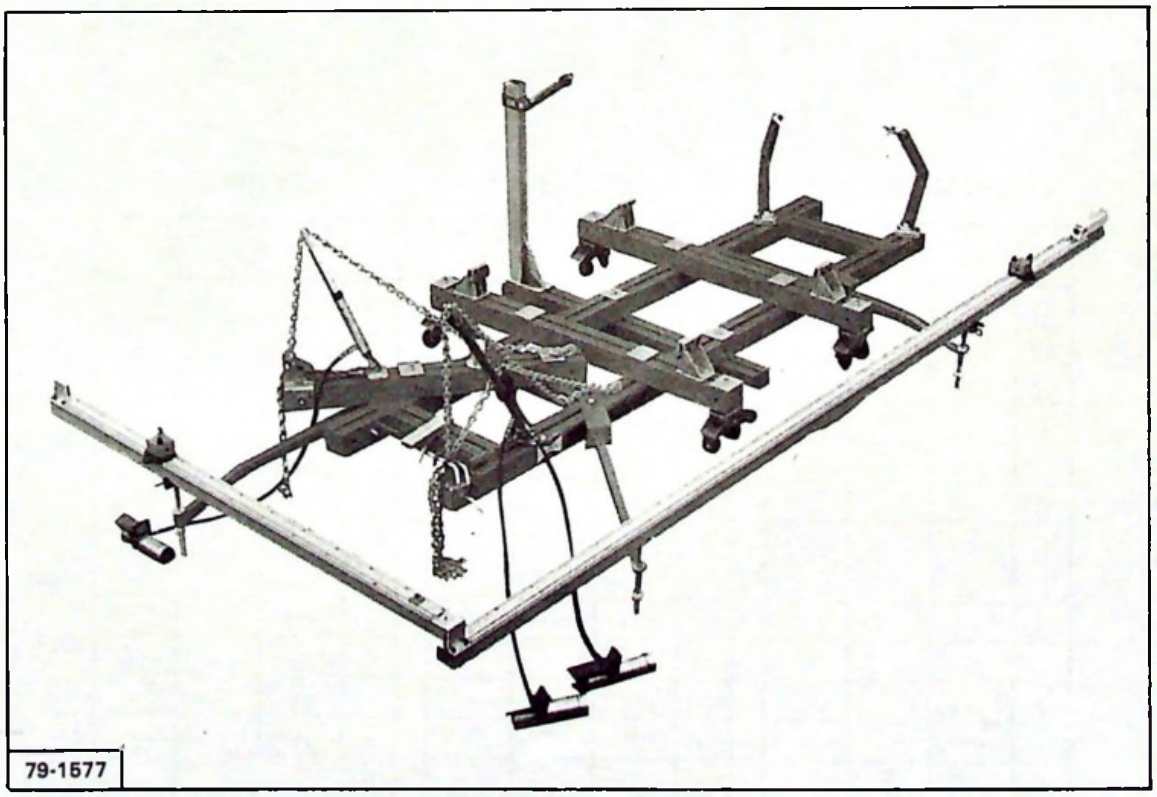
82-483

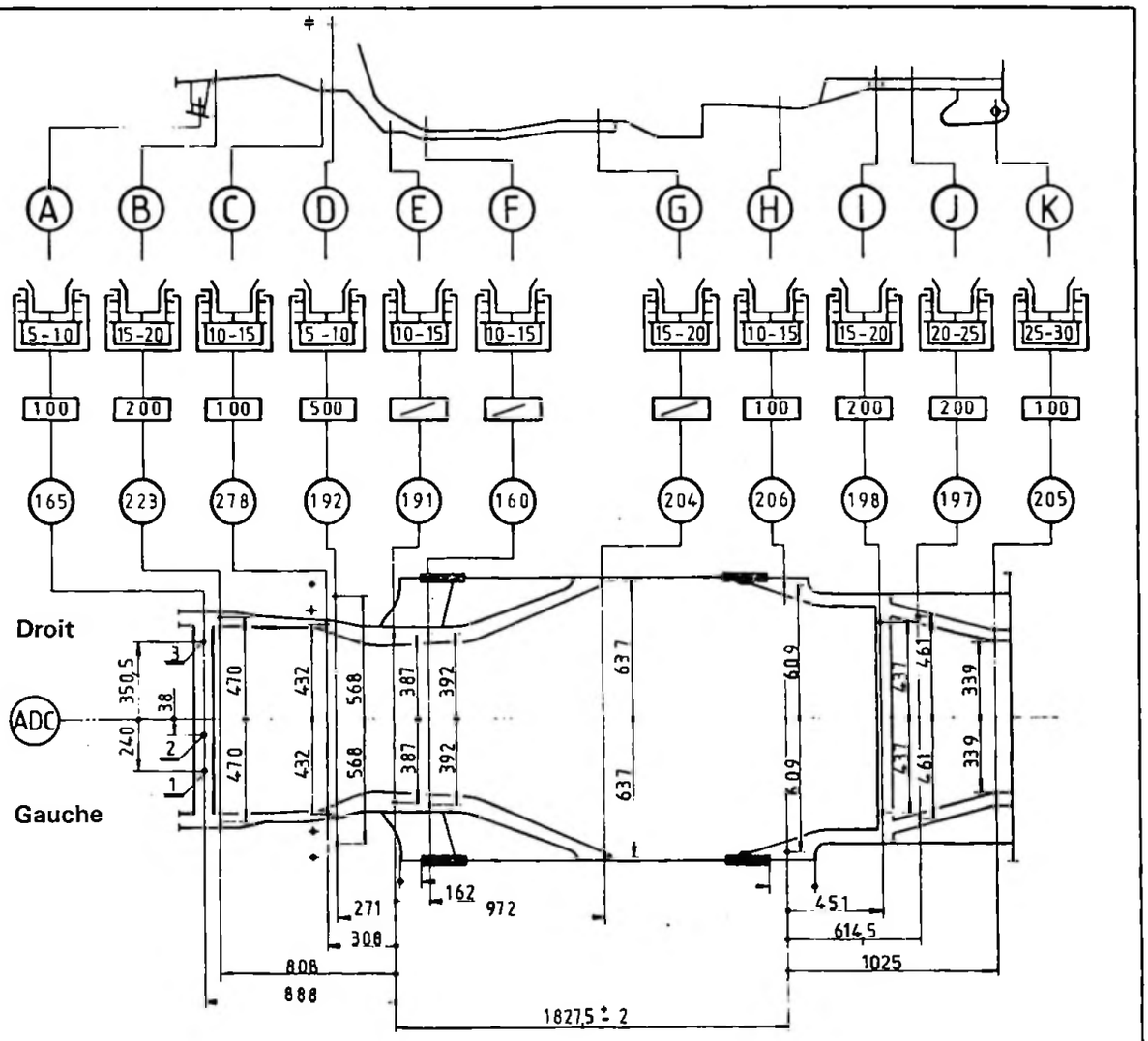

8
F
BX. 80-14



BX. 80-1



79-1577



Hauteur

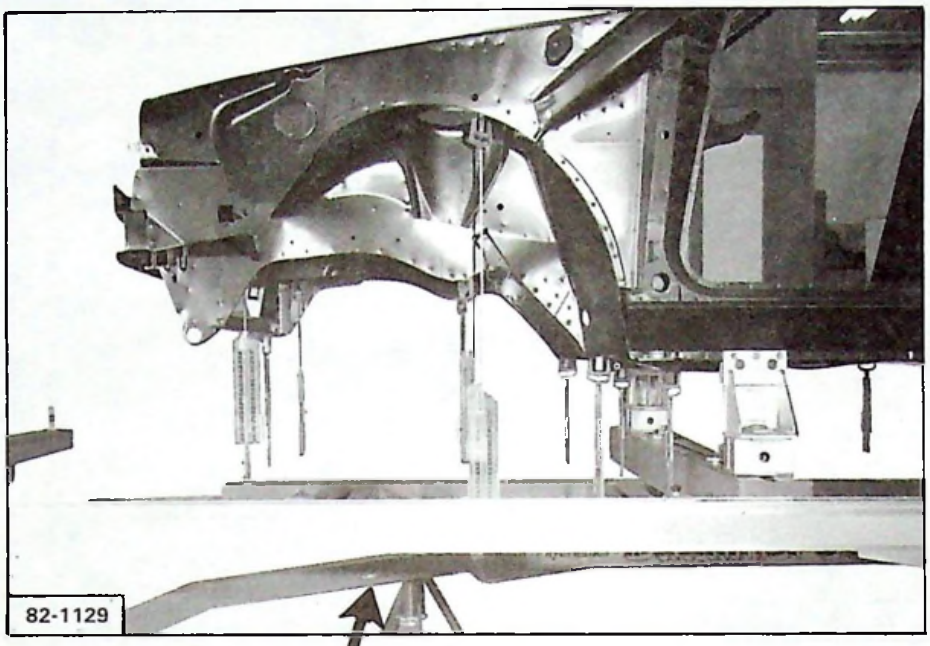
Ref	Nominal	Déviation Gauche	Déviation Droit
A1	165		
A2	165		
A3	165		
B	223		
C	278		
D	192		
E	191		
F	160		
G	204		
H	206		
I	198		
J	197		
K	205		

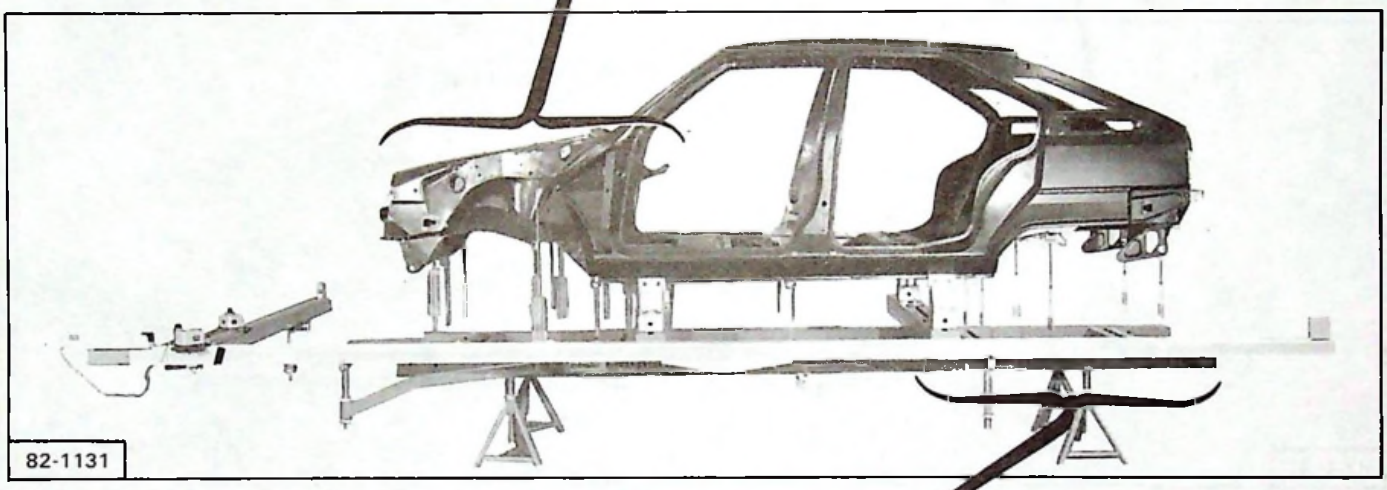
Longueur

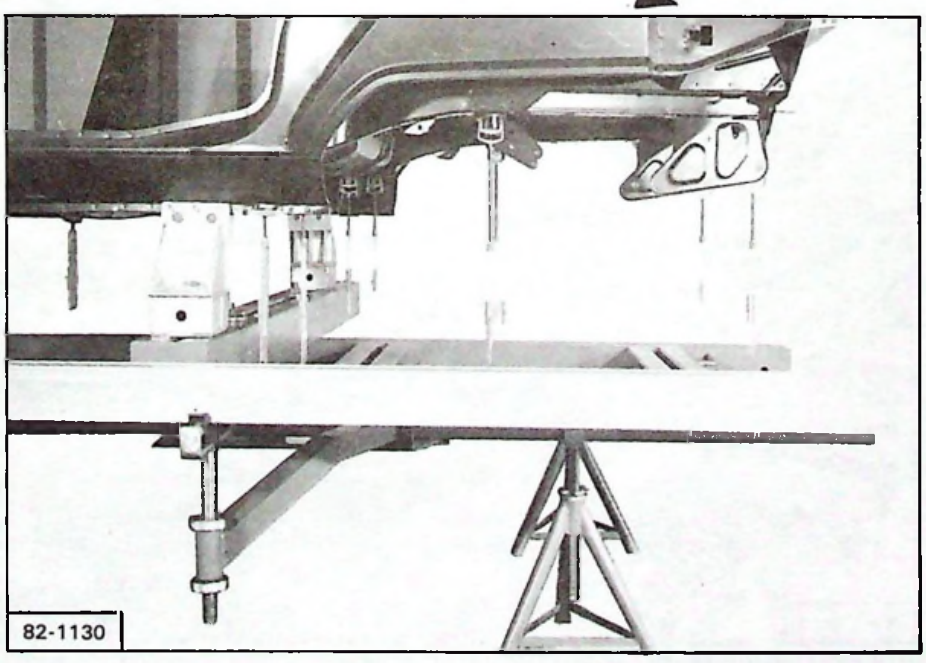
Ref	Nominal	Déviation Gauche	Déviation Droit
A1E	888		
A2E	888		
A3E	888		
B-E	808		
C-E	308		
D-E	271		
E	0		
F-E	162		
G-E	972		
H-E	1827,5		
I-H	451		
J-H	614,5		
K-H	1025		

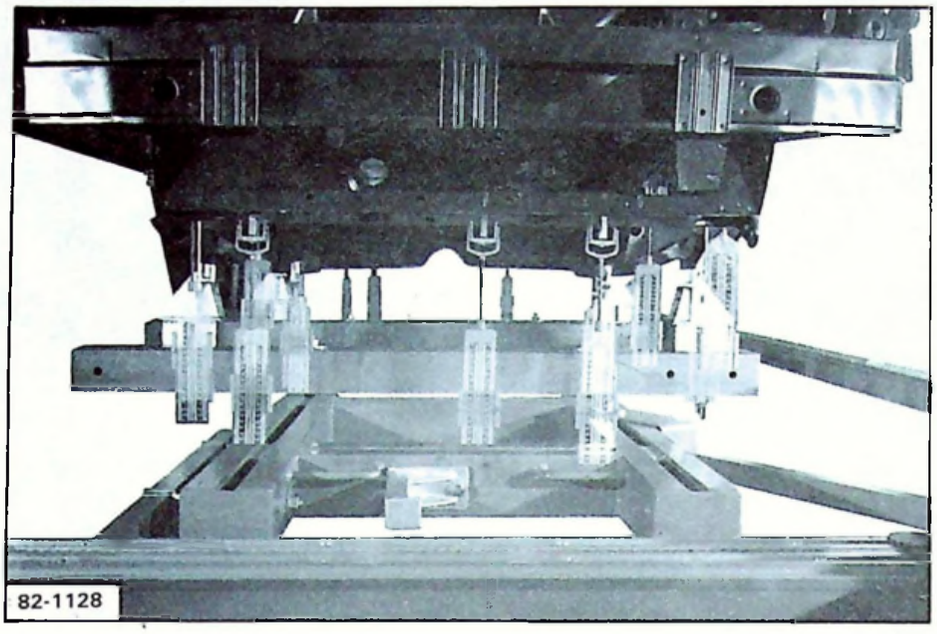
Largeur

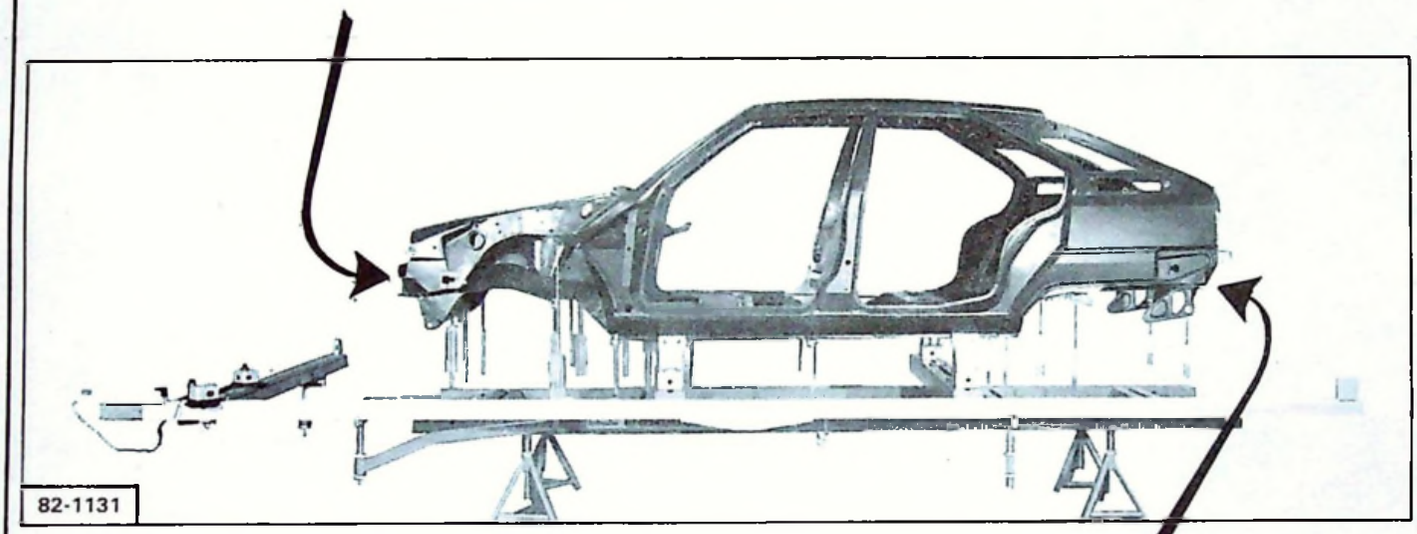
Ref	Nominal	Déviation Gauche	Déviation Droit
A1	240		
A2	38		
A3	350,5		
B	470		
C	432		
D	568		
E	387		
F	392		
G	637		
H	609		
I	437		
J	461		
K	339		

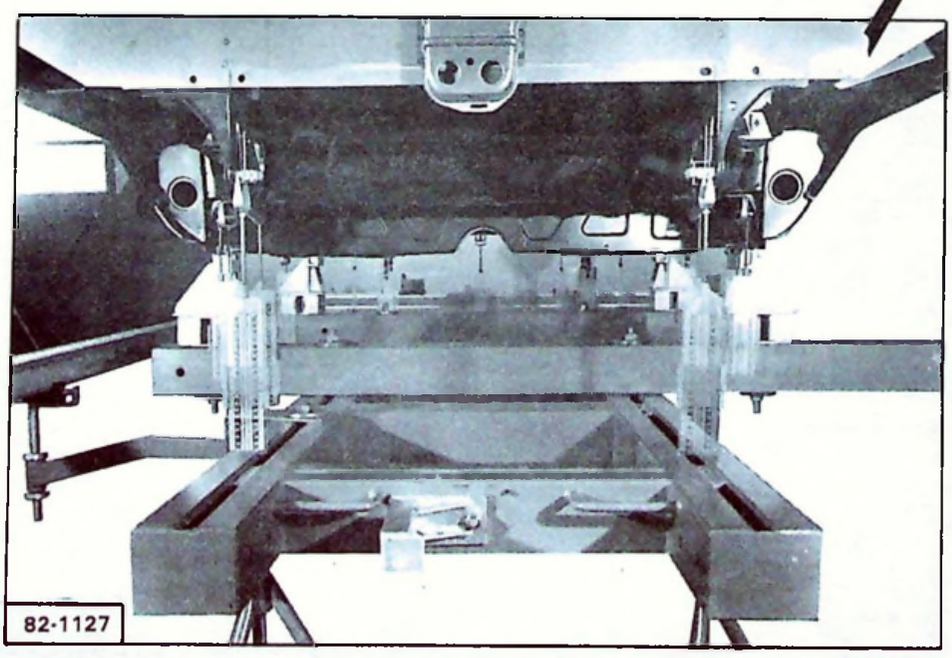

82-1129

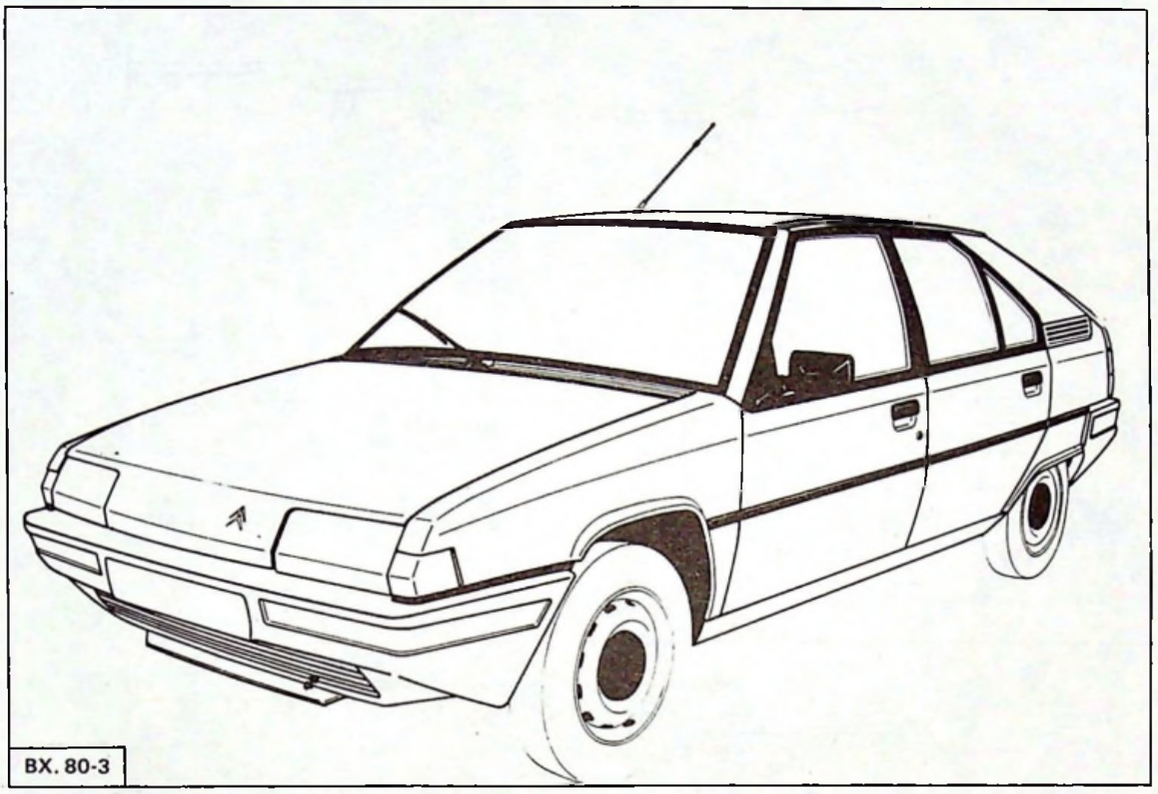

82-1131


82-1130

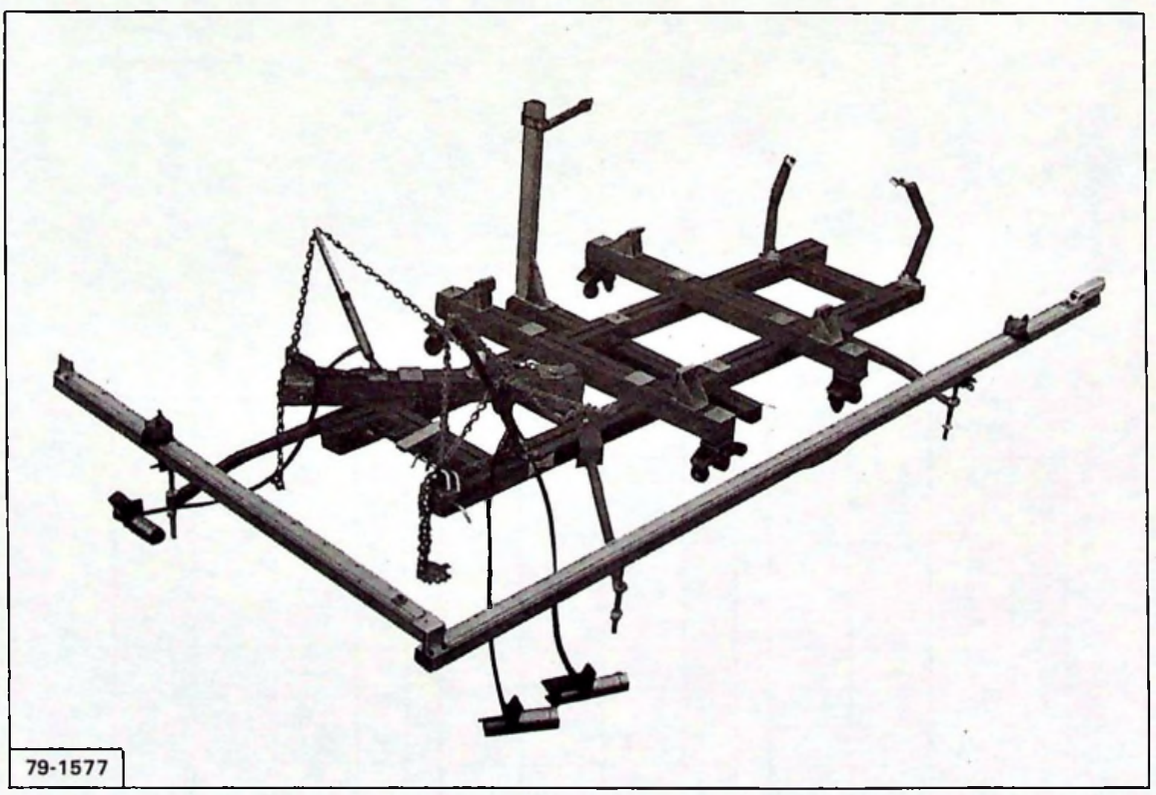

82-1128


82-1131


82-1127

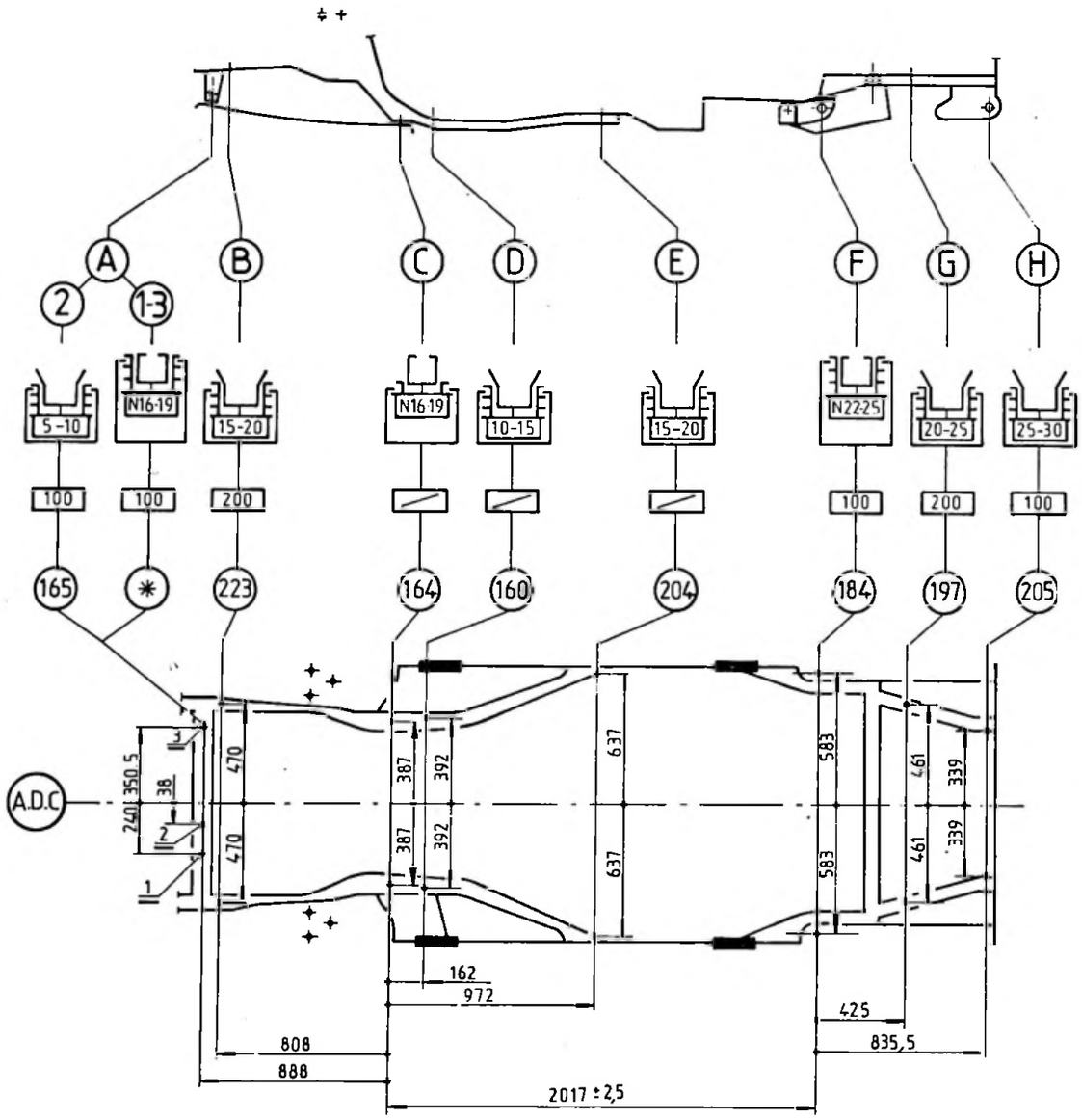


BX. 80-3



79-1577

Dataliner BX 14 (Mécanique montée)



Hauteur

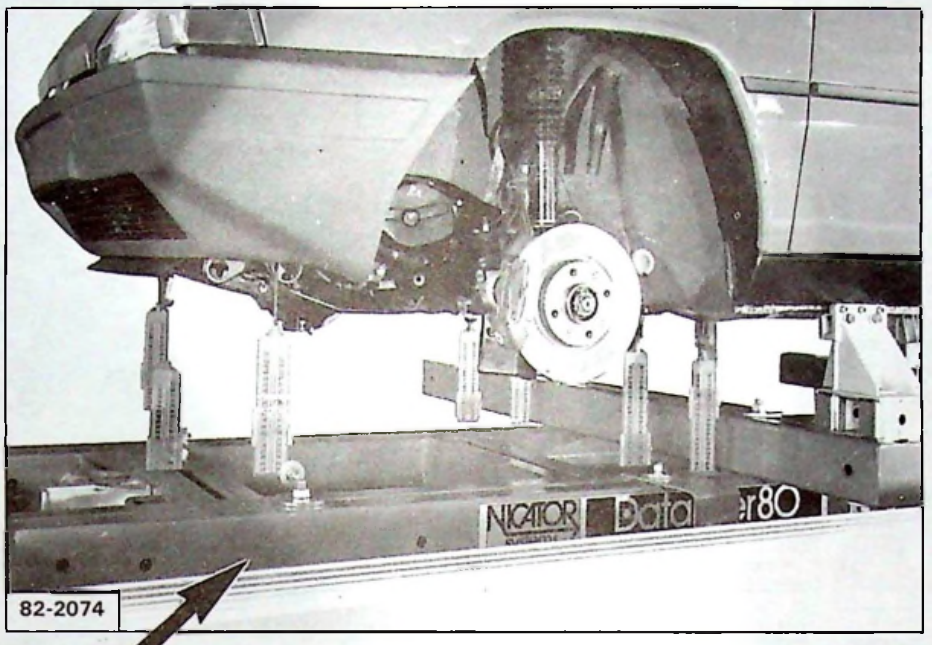
	Réf	Nominal	Déviation Gauche	Déviation Droit
*	A1	159		
	A2	165		
*	A3	162		
	B	223		
	C	164		
	D	160		
	E	204		
	F	184		
	G	197		
	H	205		

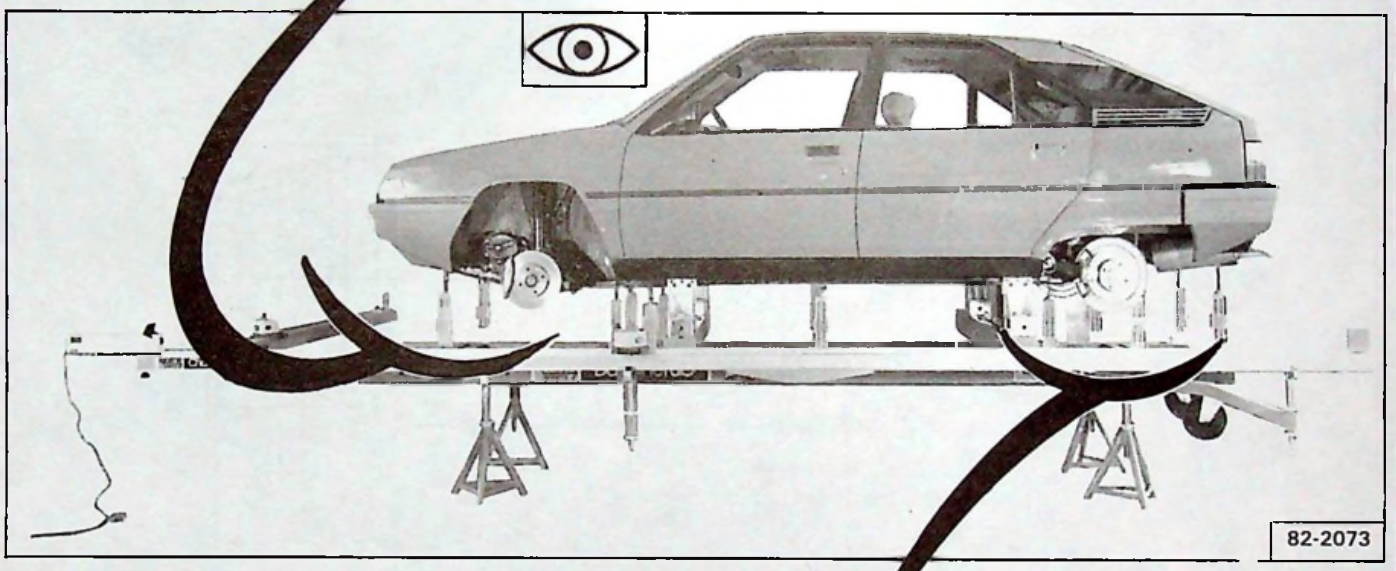
Longueur

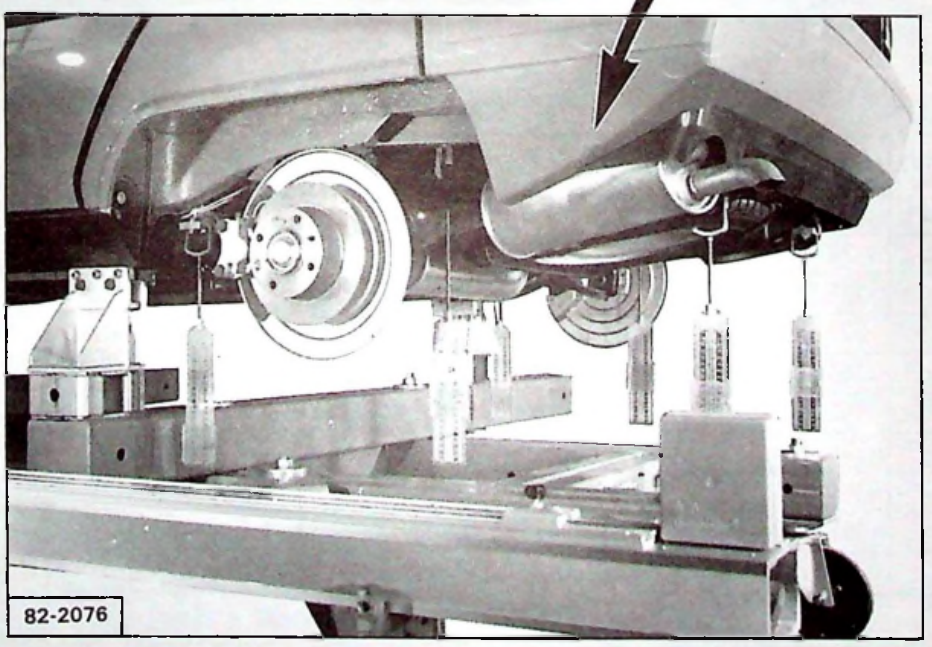
Réf	Nominal	Déviation Gauche	Déviation Droit
A1-C	888		
A2-C	888		
A3-C	888		
B-C	808		
C	0		
D-C	162		
E-C	972		
F-C	2017		
G-F	425		
H-F	835,5		

Largeur/(A.D.C)

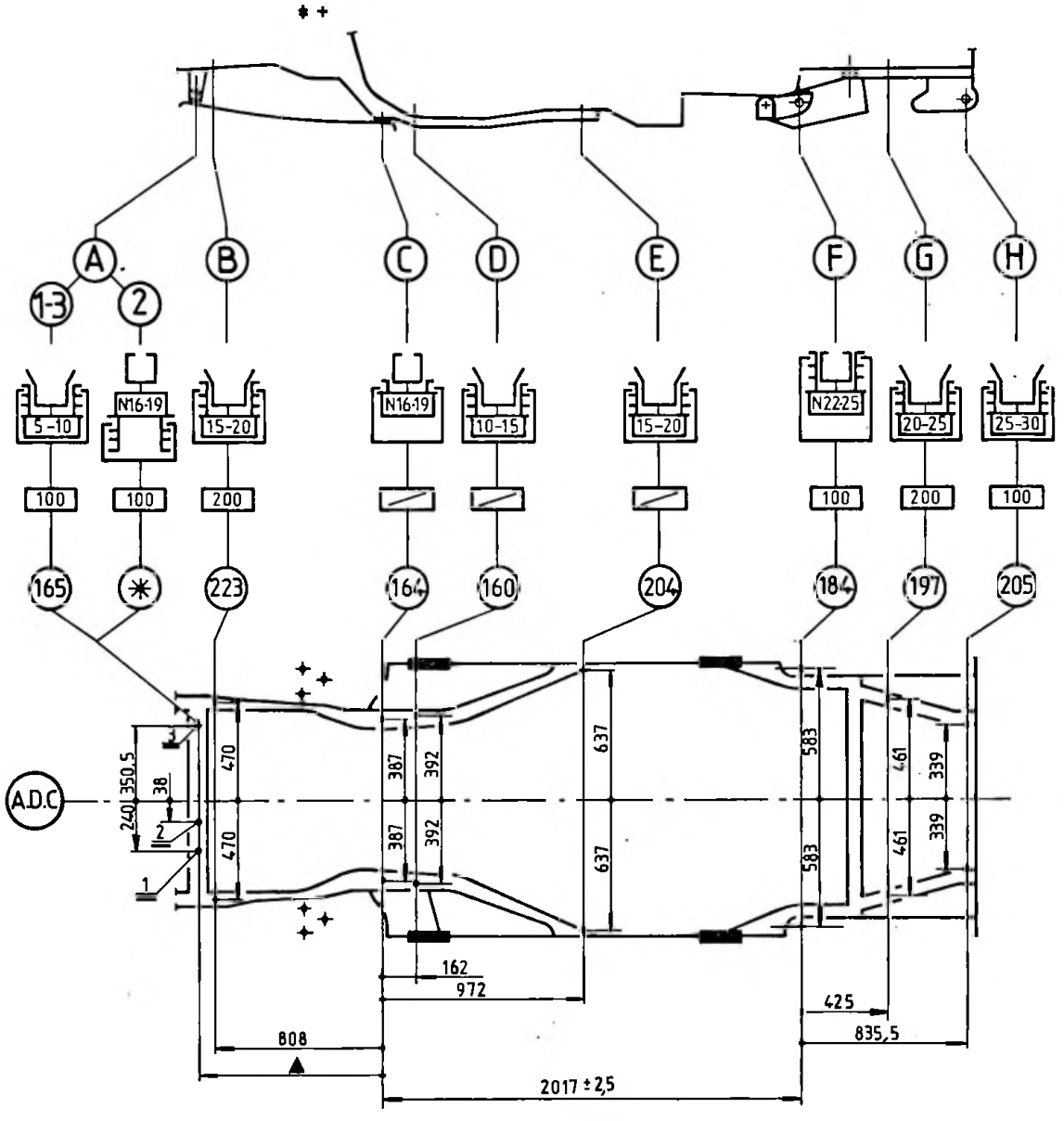
Réf	Nominal	Déviation Gauche	Déviation Droit
A1	240		
A2	38		
A3	350,5		
B	470		
C	387		
D	392		
E	637		
F	583		
G	461		
H	339		


82-2074


82-2073


82-2076

Dataliner BX 16 (Mécanique montée)



Hauteur

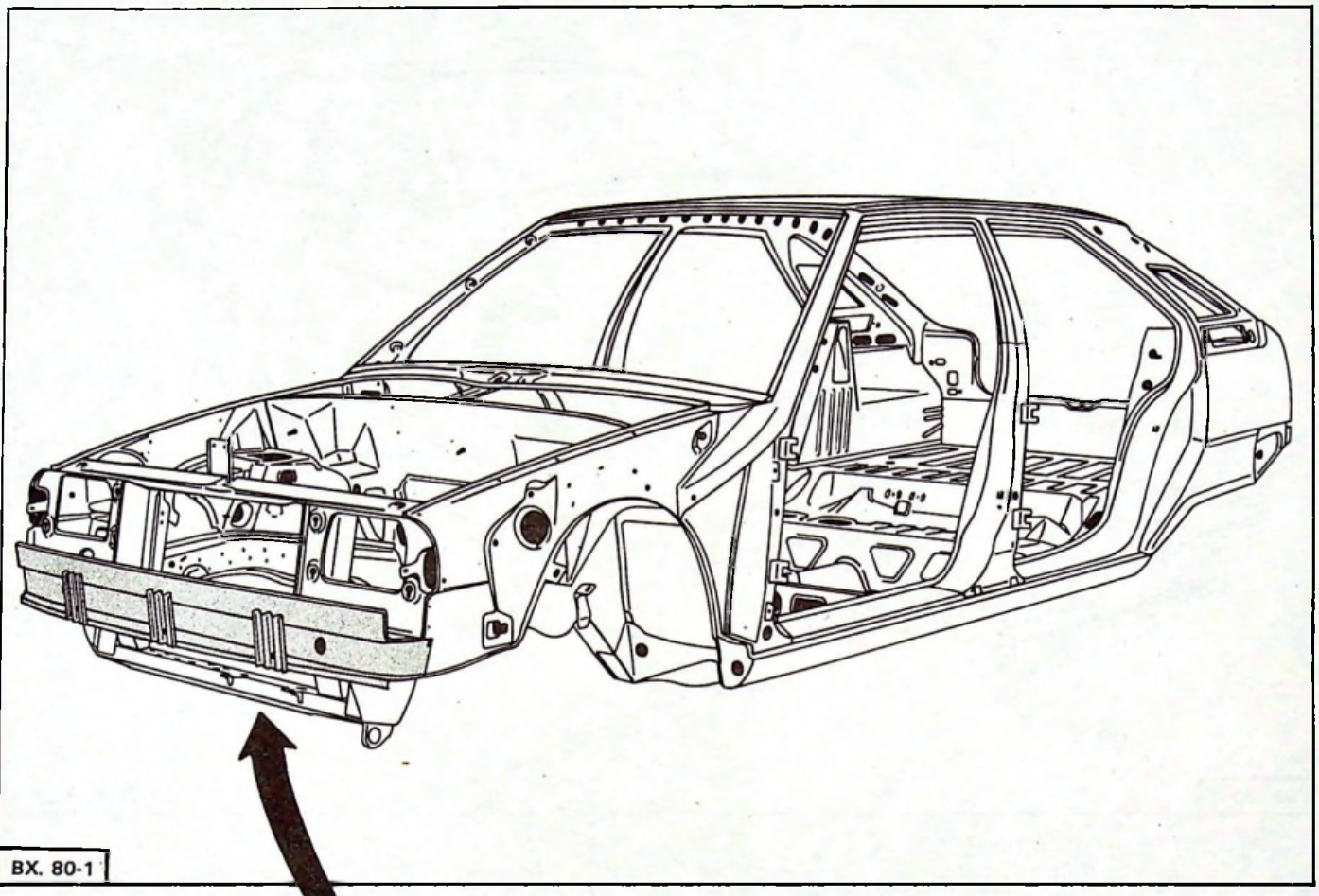
	Réf	Nominal	Déviation Gauche	Déviation Droit
	A1	165		
*	A2	128		
	A3	165		
	B	223		
	C	164		
	D	160		
	E	204		
	F	184		
	G	197		
	H	205		

Longueur

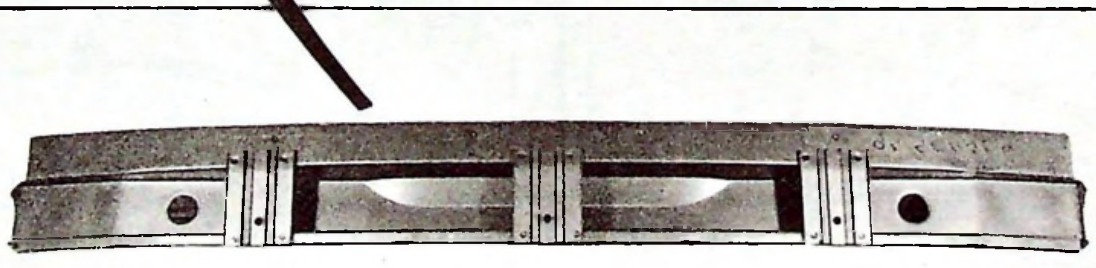
	Réf	Nominal	Déviation Gauche	Déviation Droit
▲	A1-C	888		
▲	A2-C	892		
▲	A3-C	888		
	B-C	808		
	C	0		
	D-C	162		
	E-C	972		
	F-C	2017		
	G-F	425		
	H-F	835,5		

Largeur / A.D.C

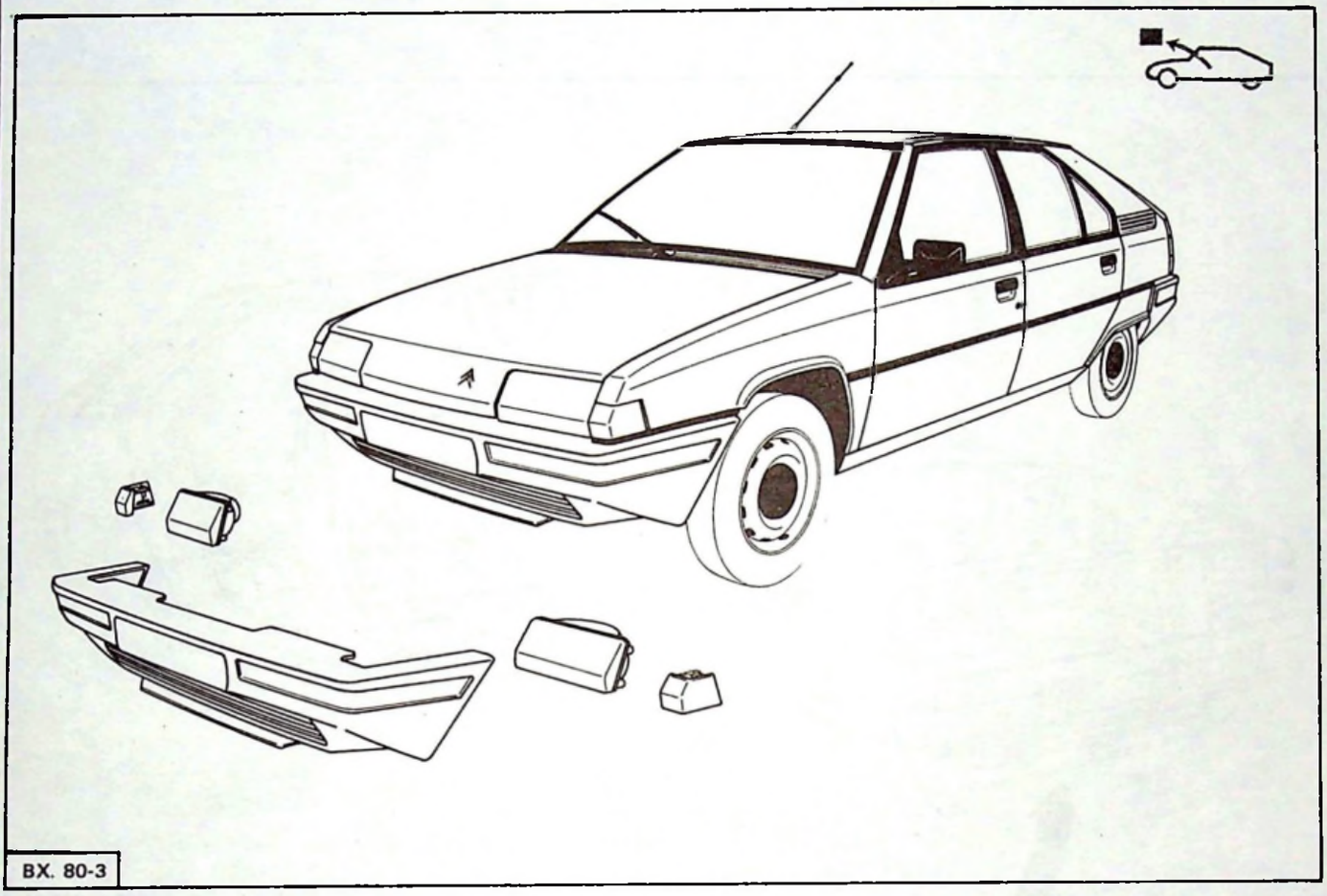
Réf	Nominal	Déviation Gauche	Déviation Droit
A1	240		
A2	38		
A3	350,5		
B	470		
C	387		
D	392		
E	637		
F	583		
G	461		
H	339		



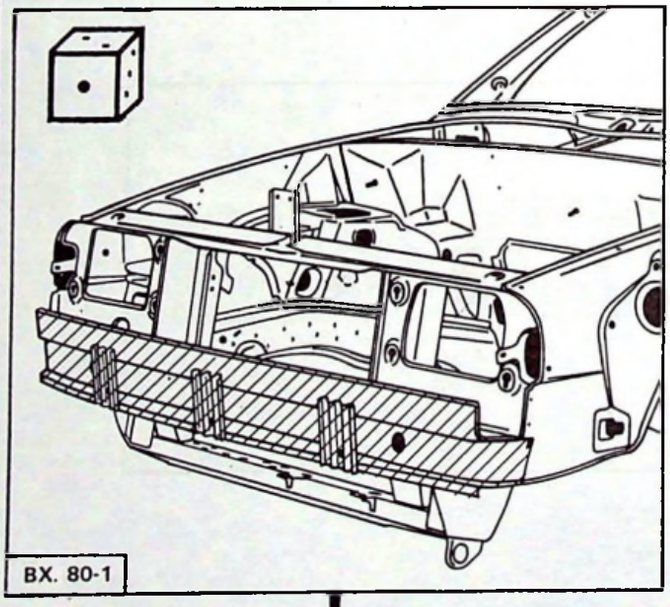
BX. 80-1



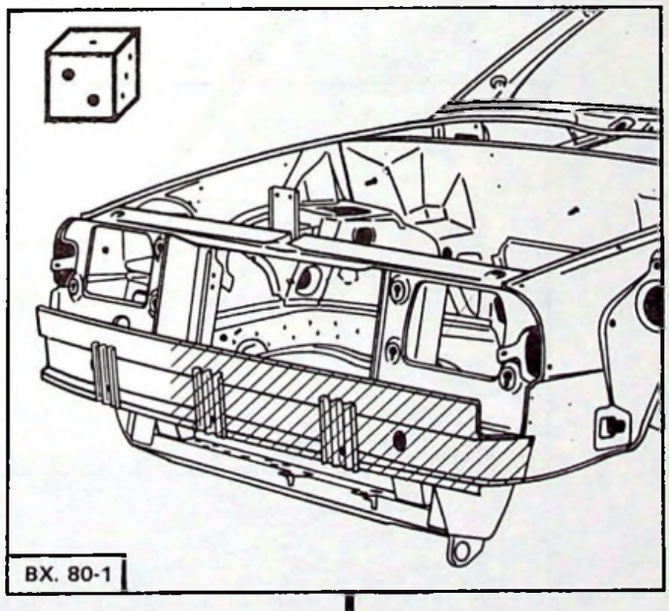
82-1216



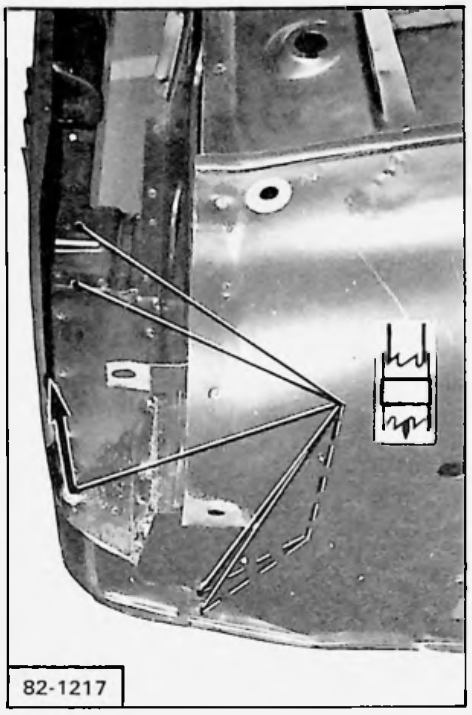
BX. 80-3

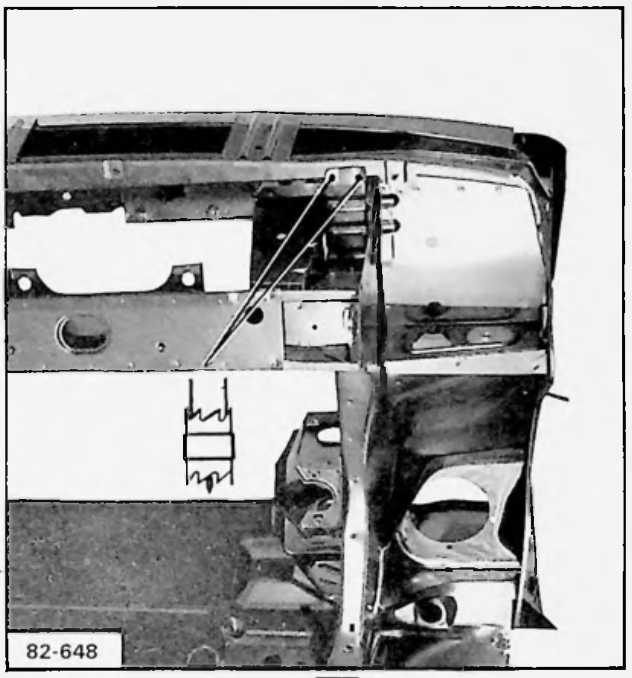


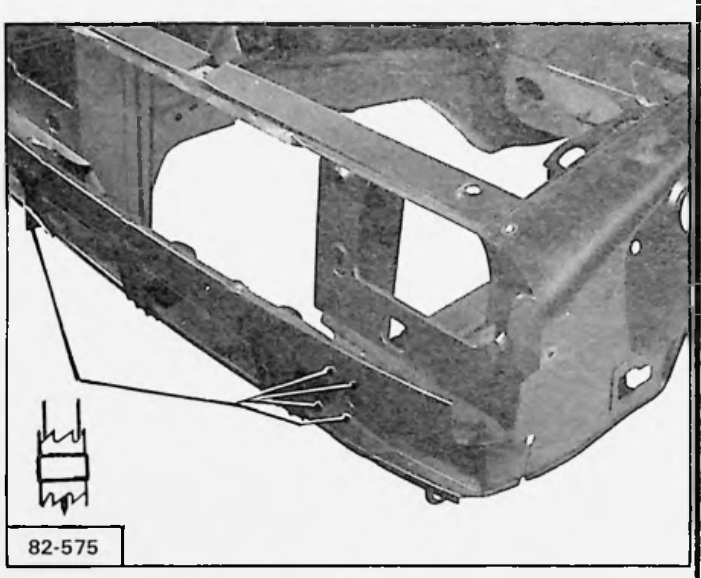
BX. 80-1

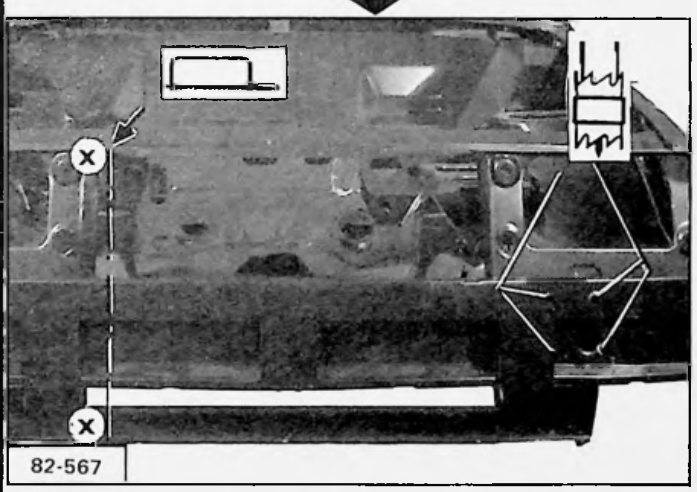


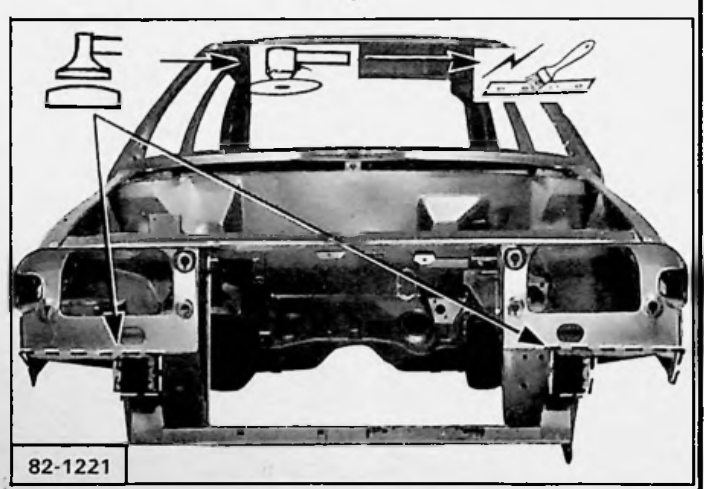
BX. 80-1

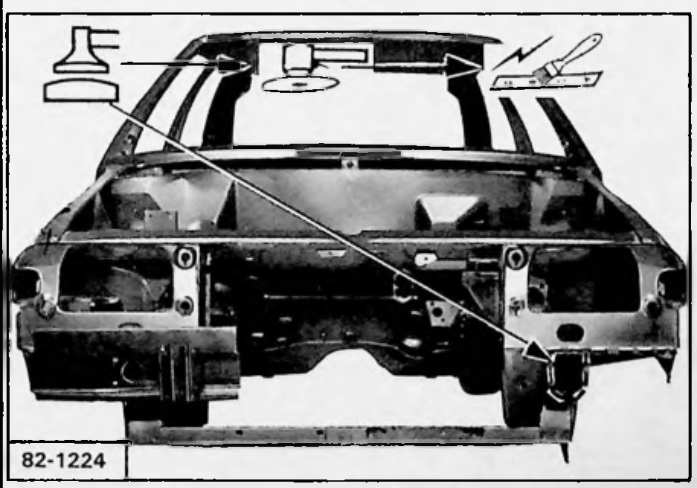

82-1217

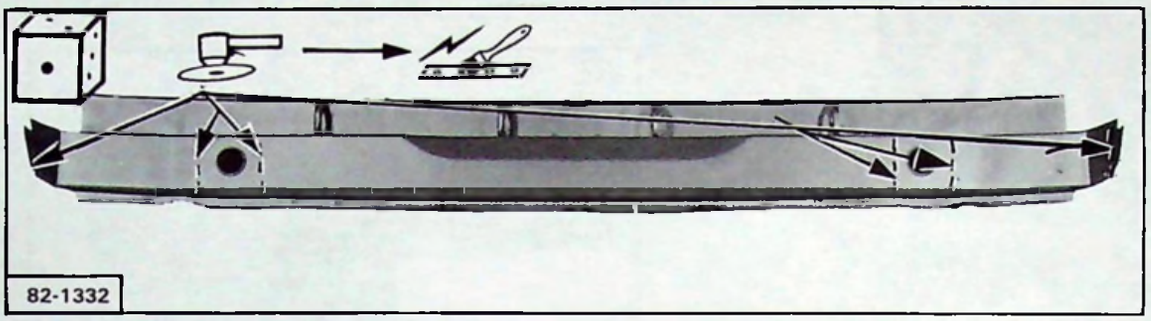

82-648


82-575

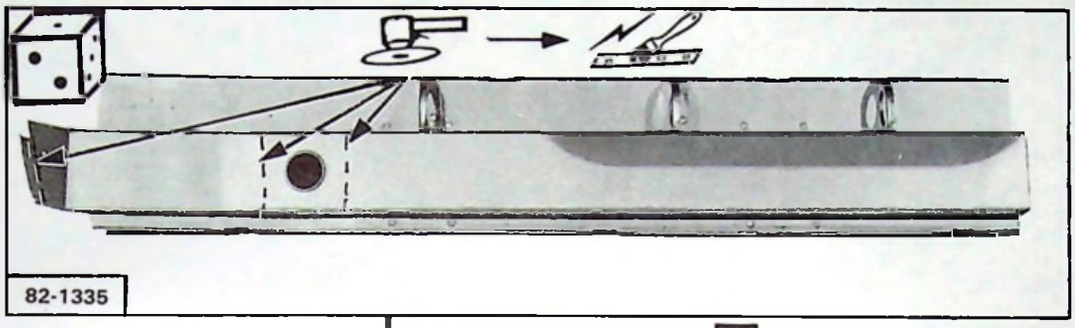

82-567


82-1221

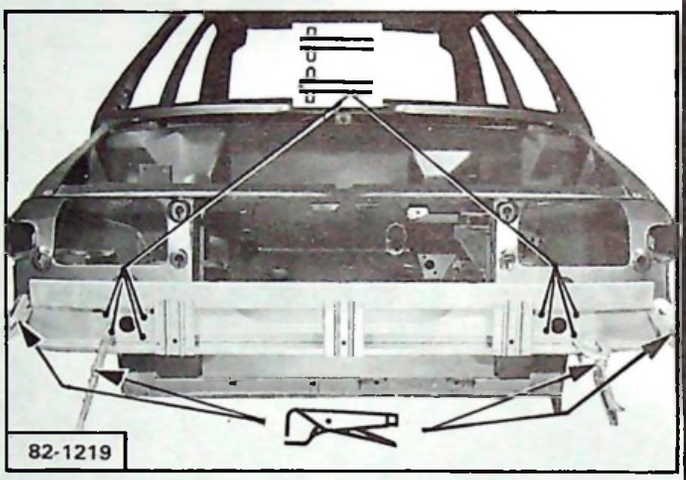

82-1224



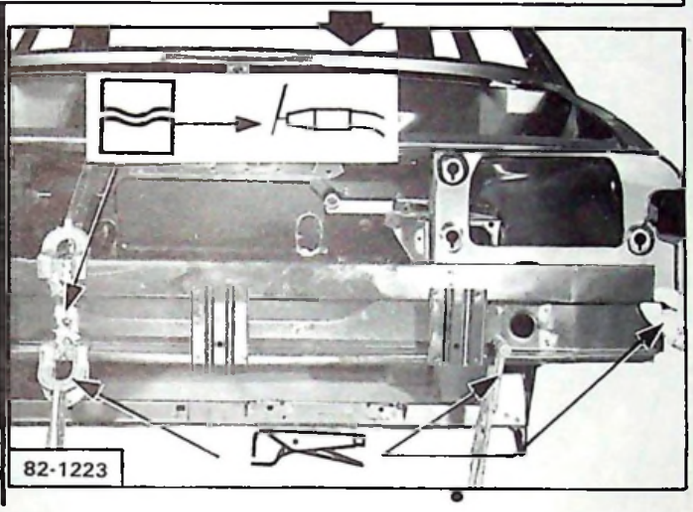
82-1332



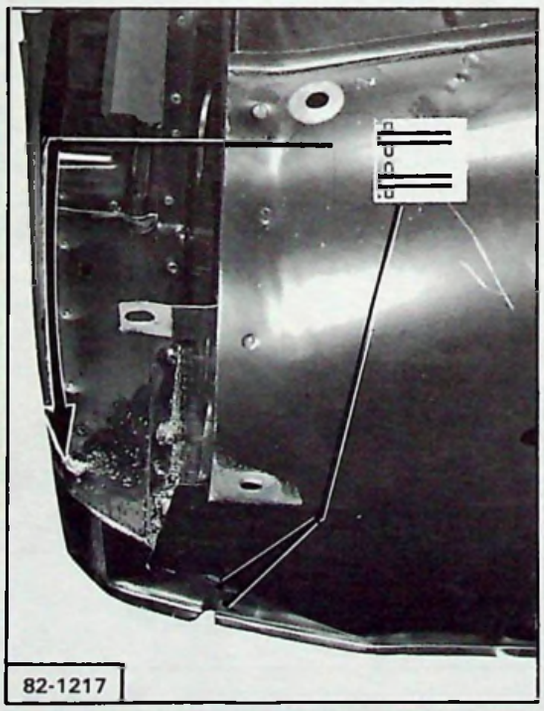
82-1335



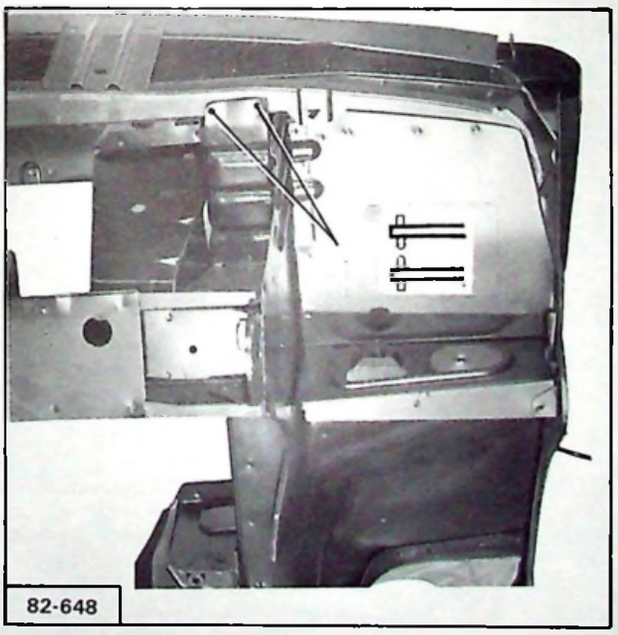
82-1219



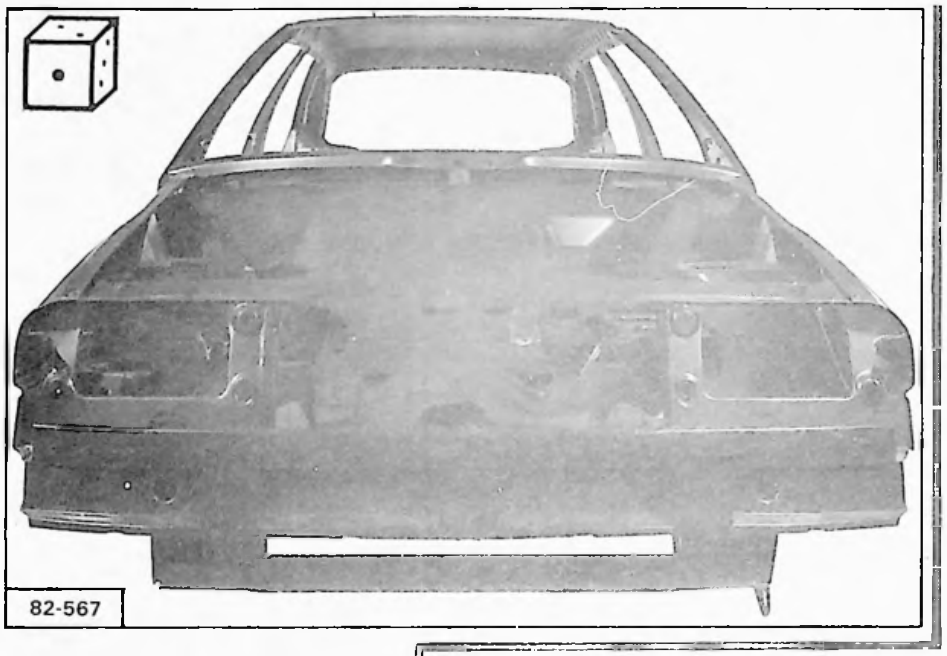
82-1223

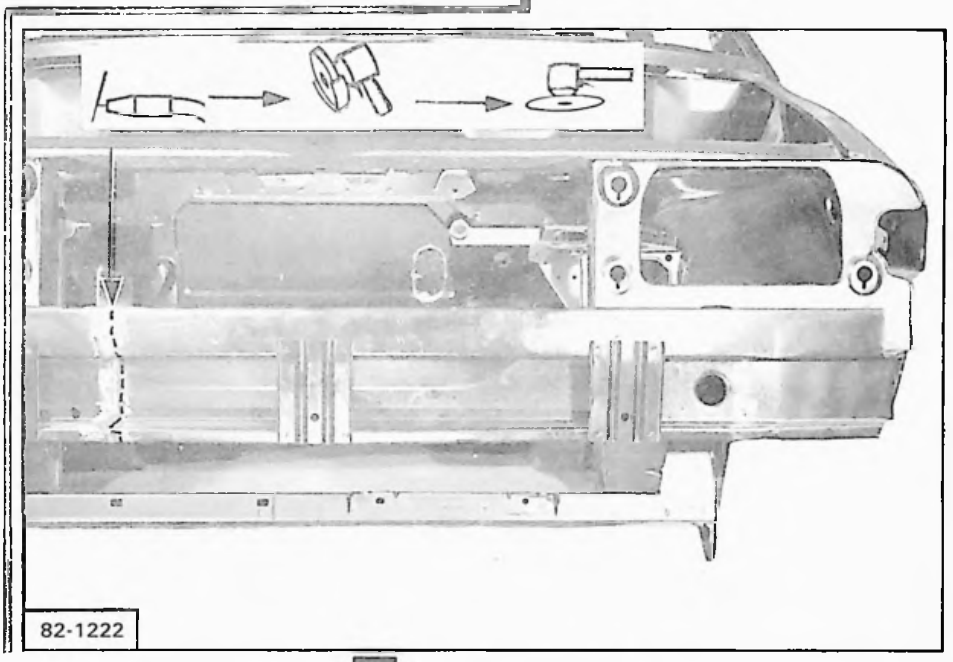


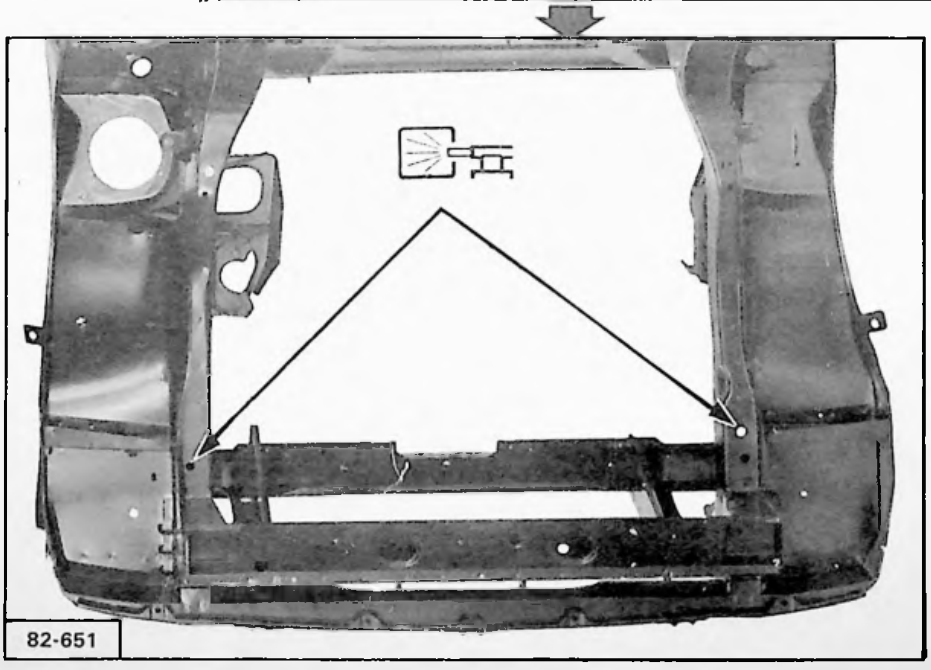
82-1217

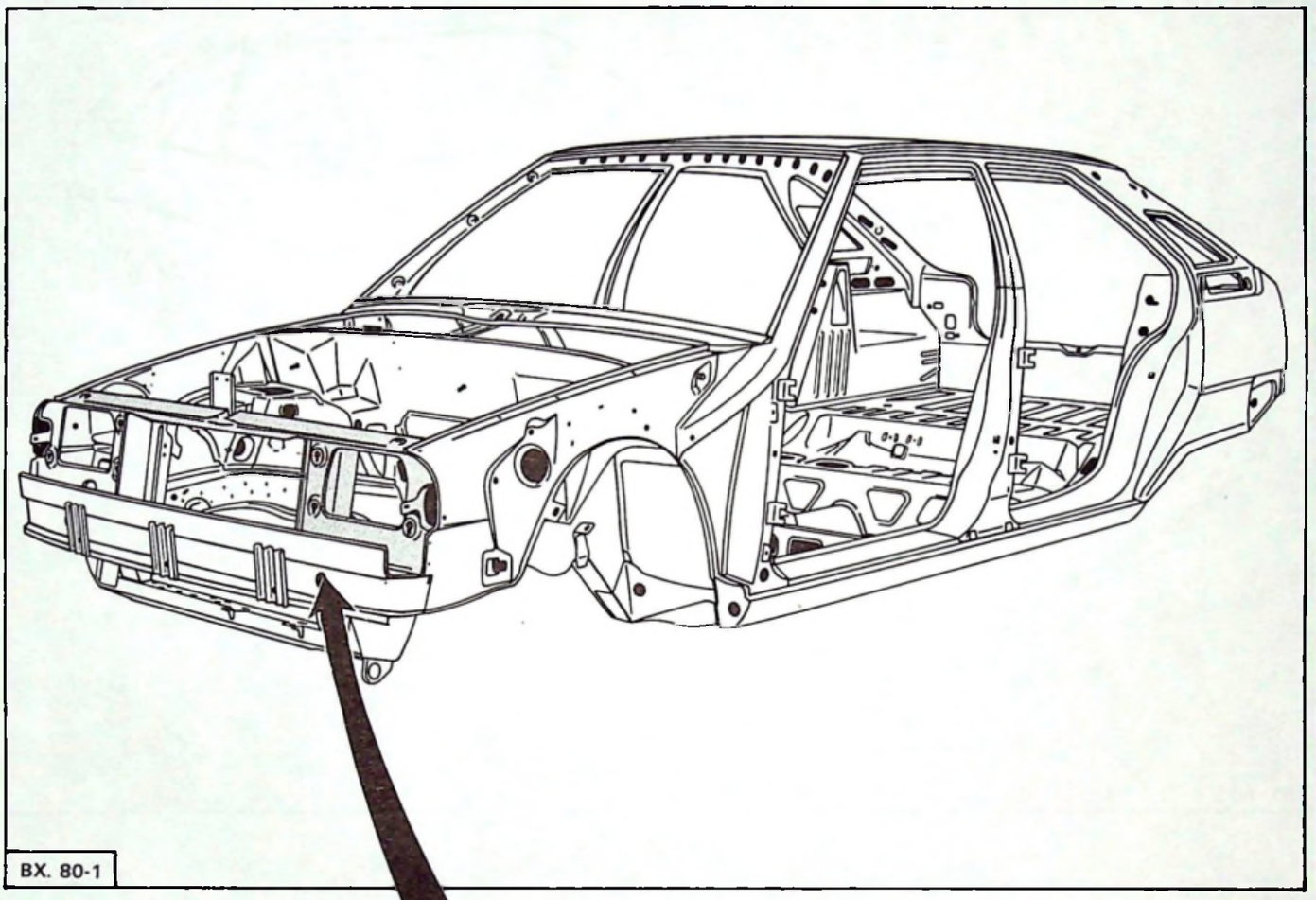


82-648

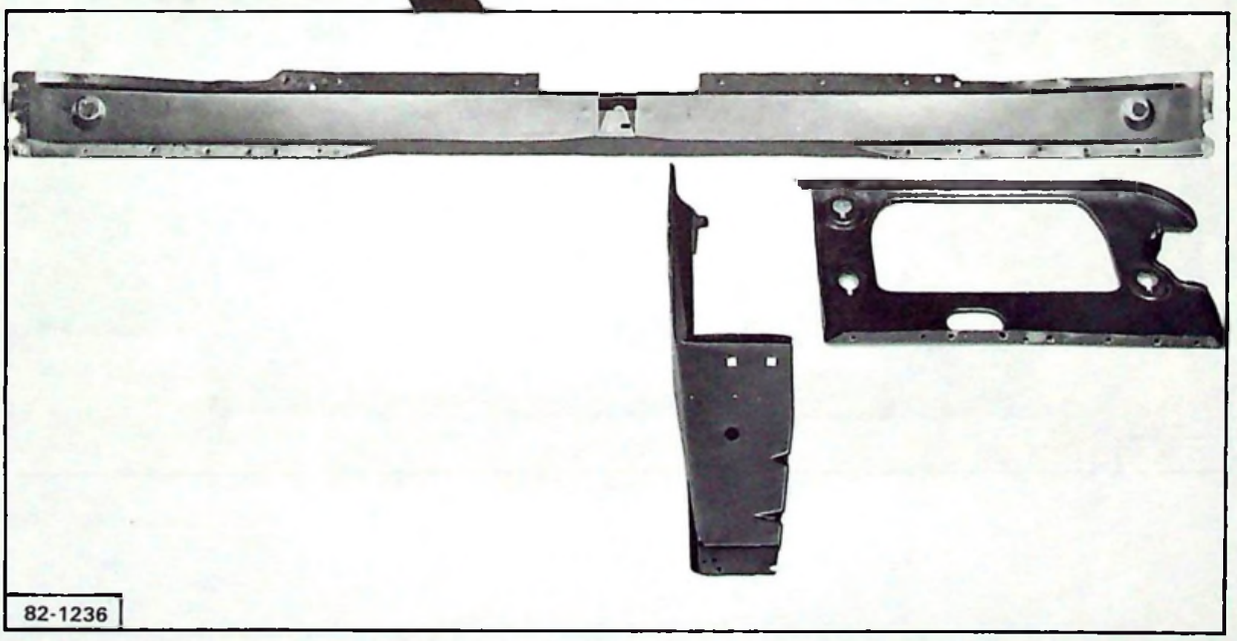

82-567


82-1222

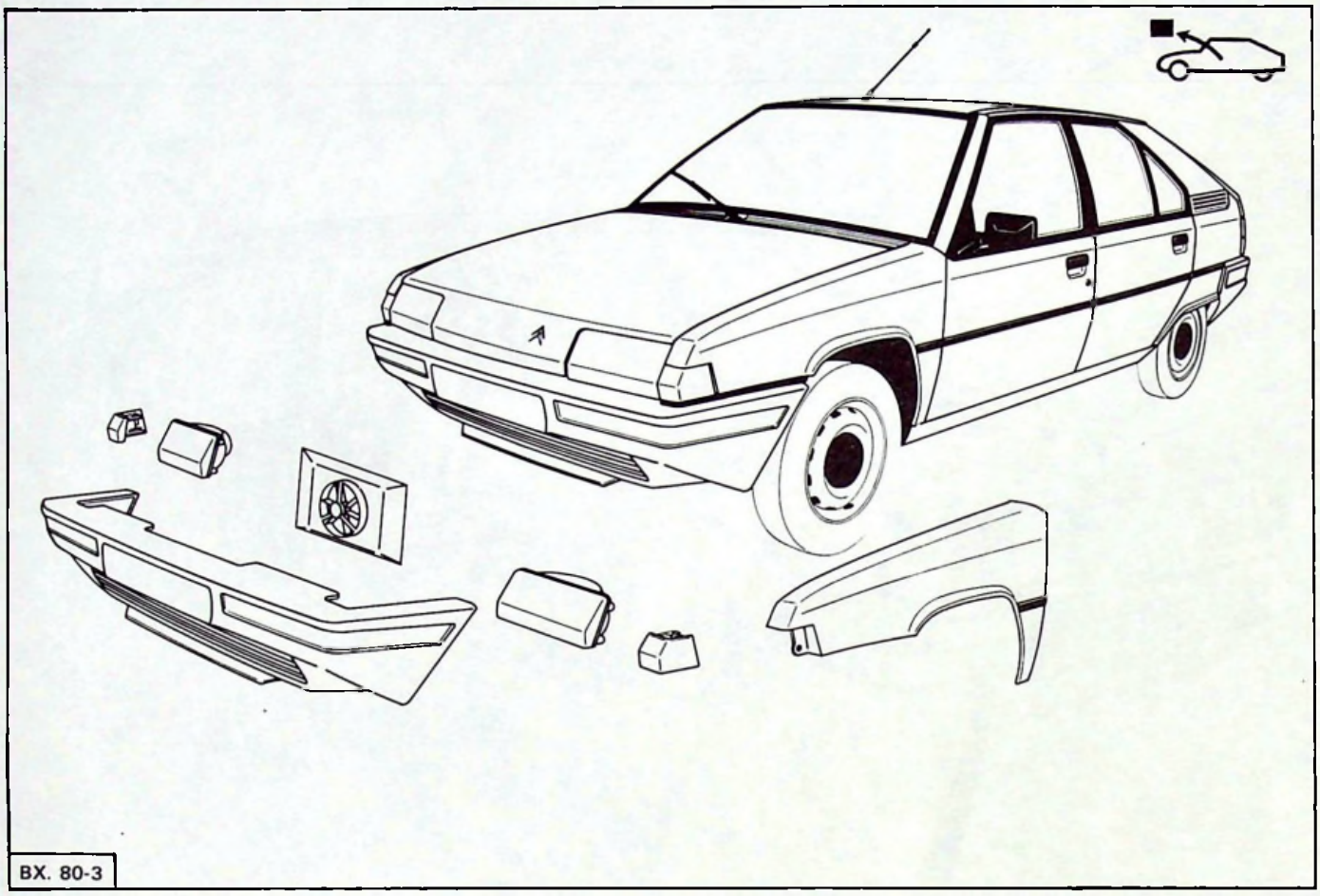

82-651



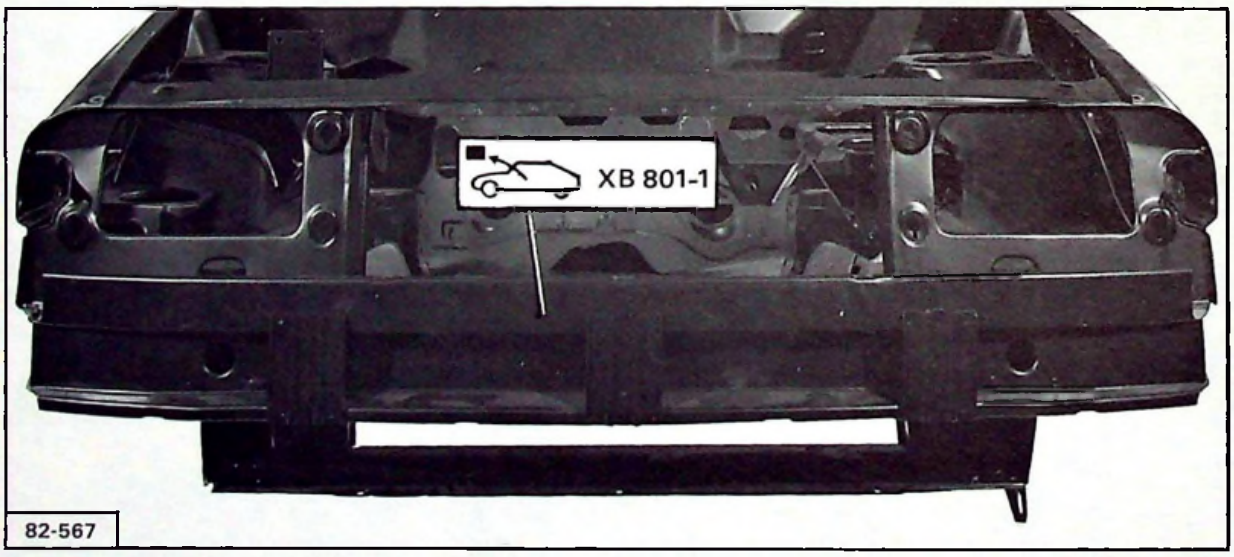
BX. 80-1



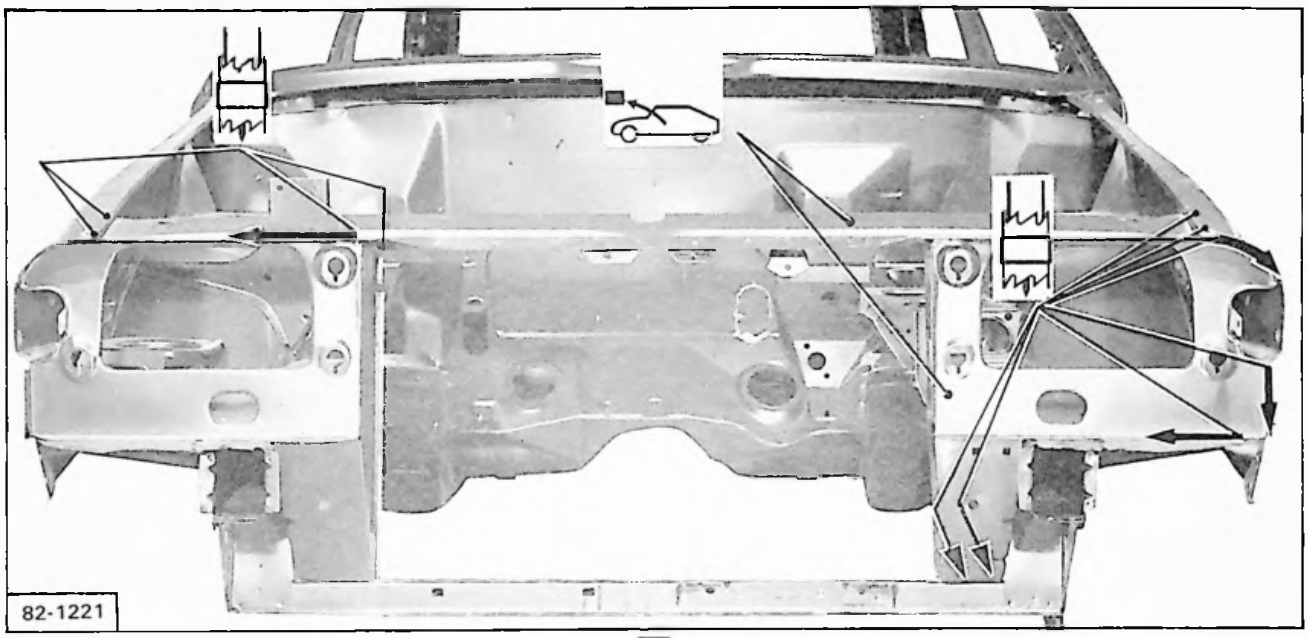
82-1236

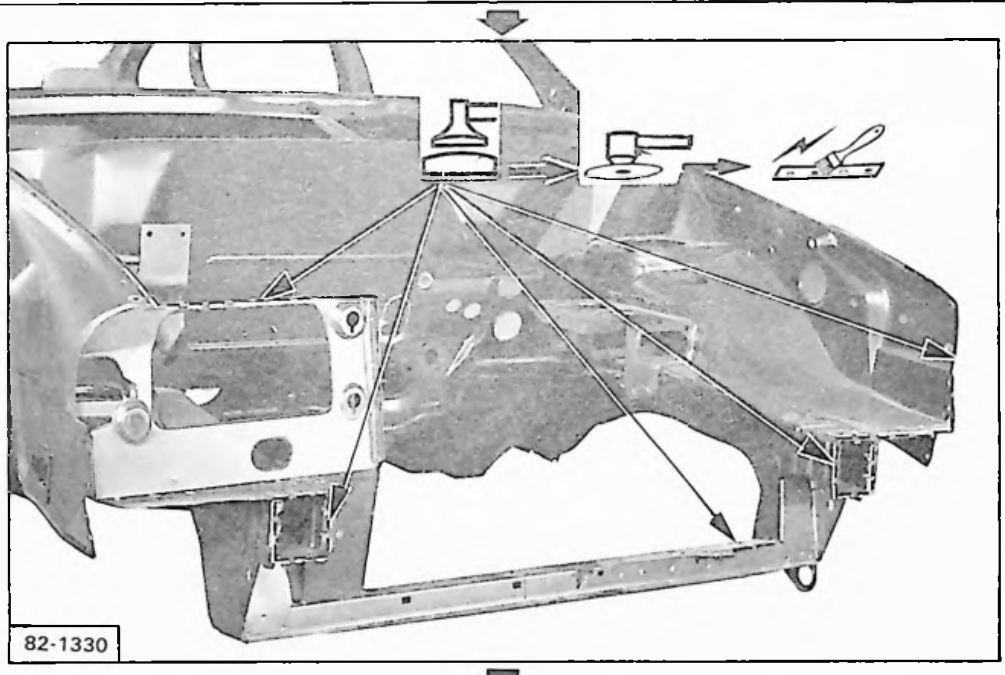


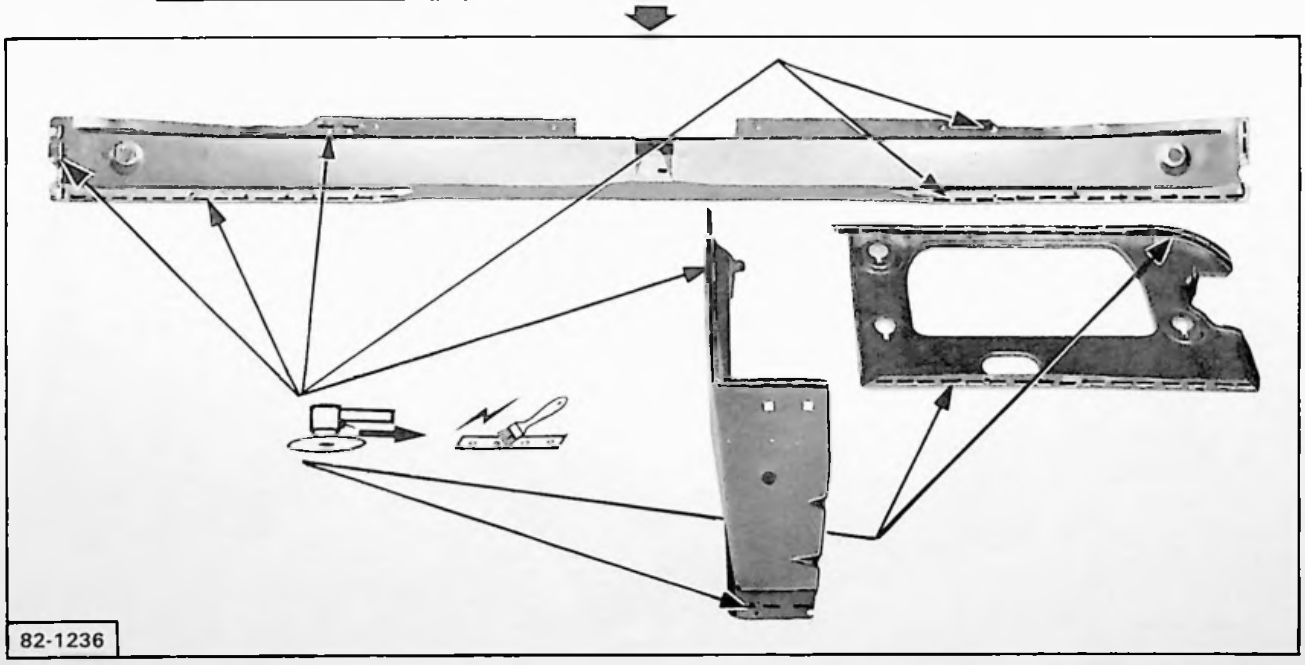
BX. 80-3

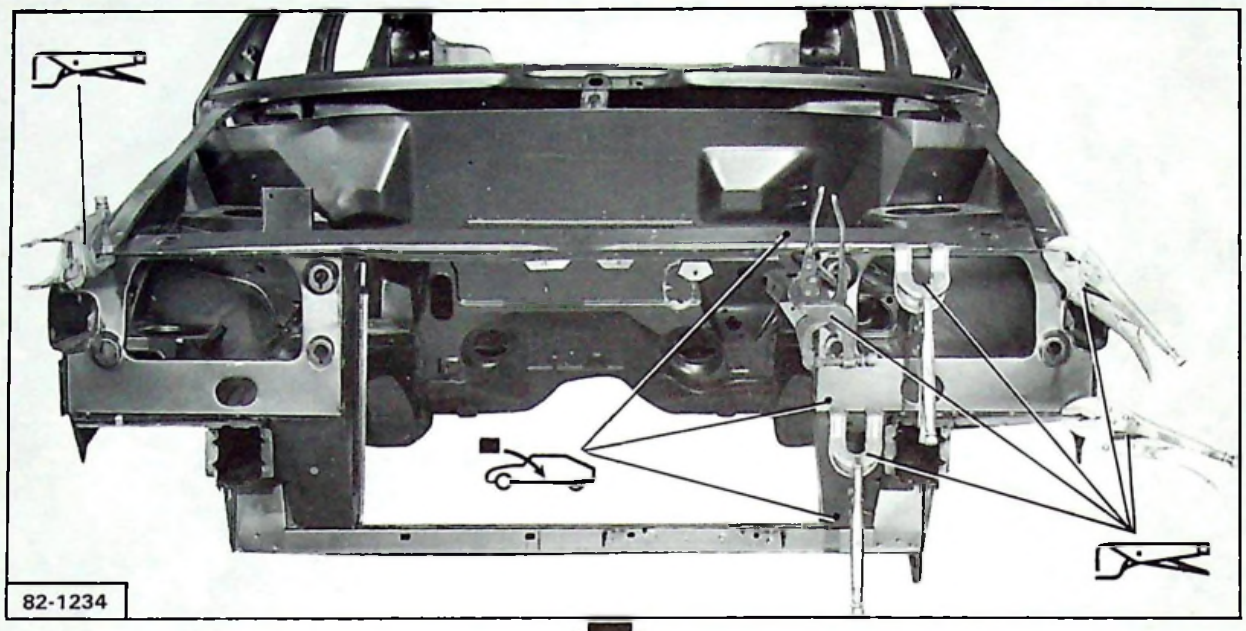


82-567


82-1221


82-1330


82-1236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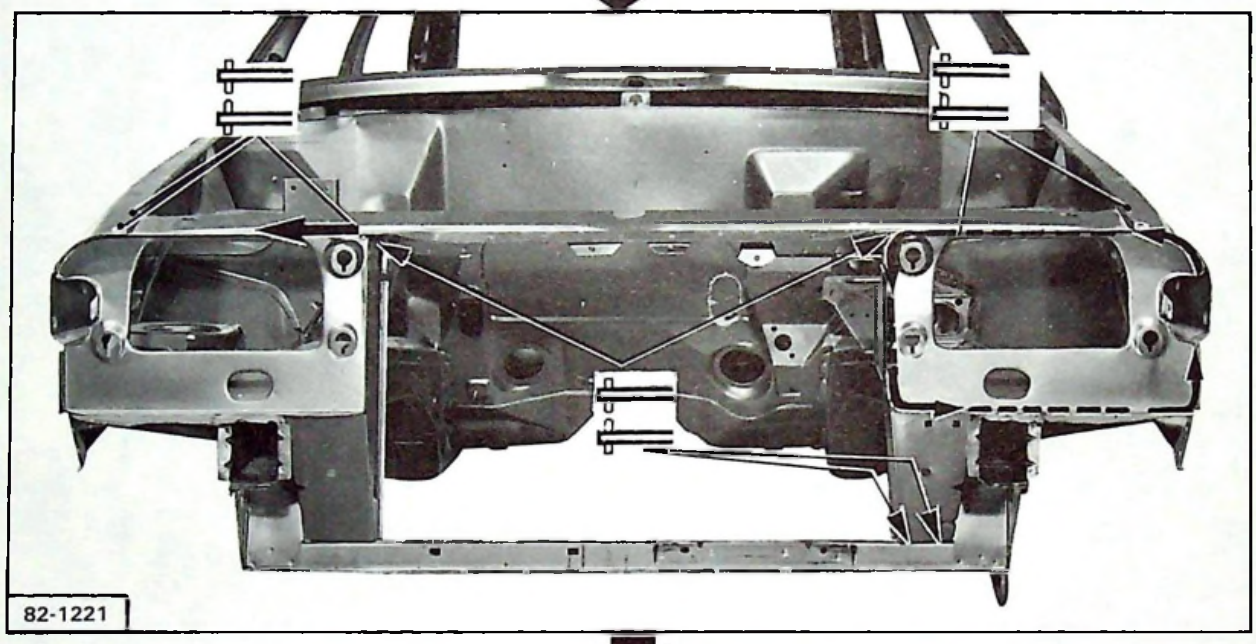
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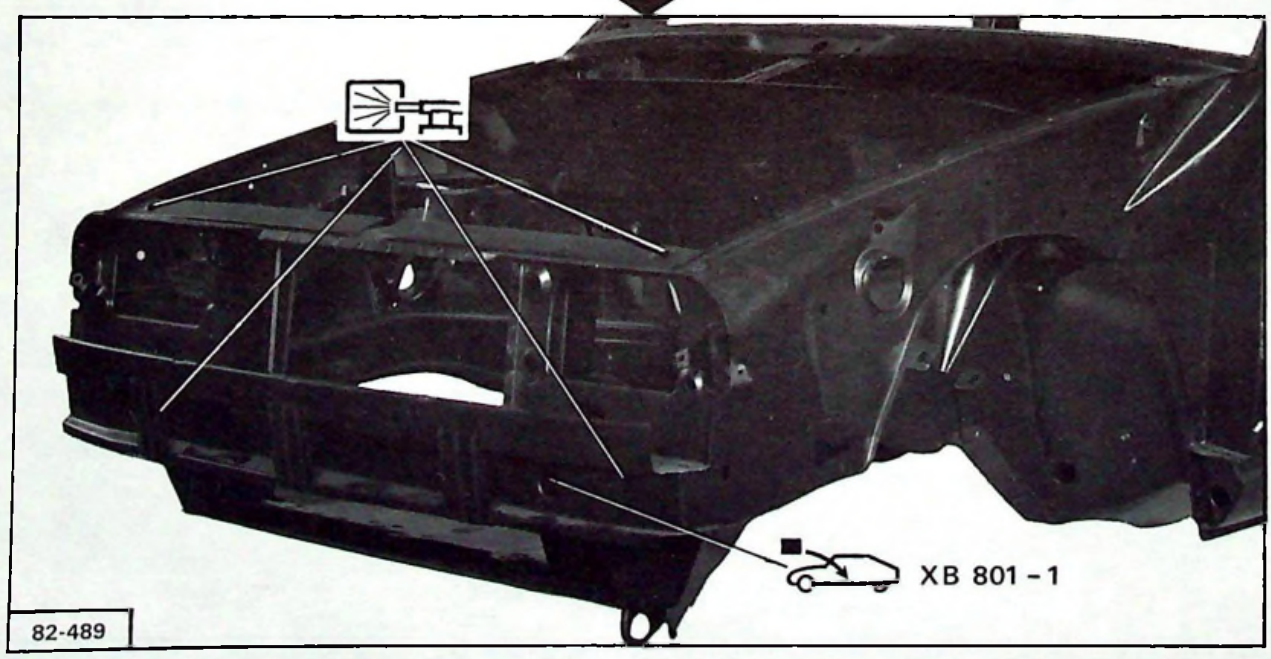
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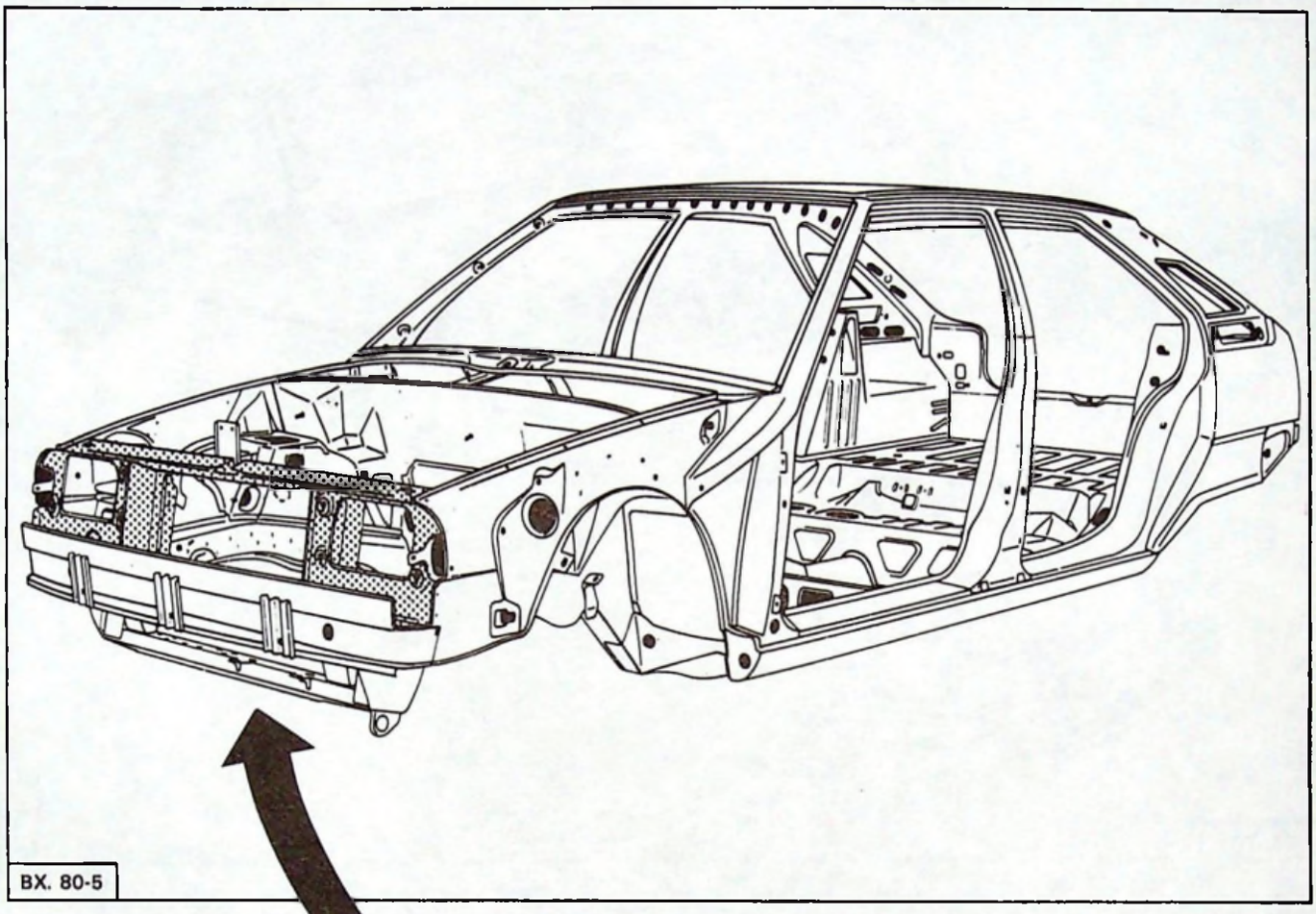
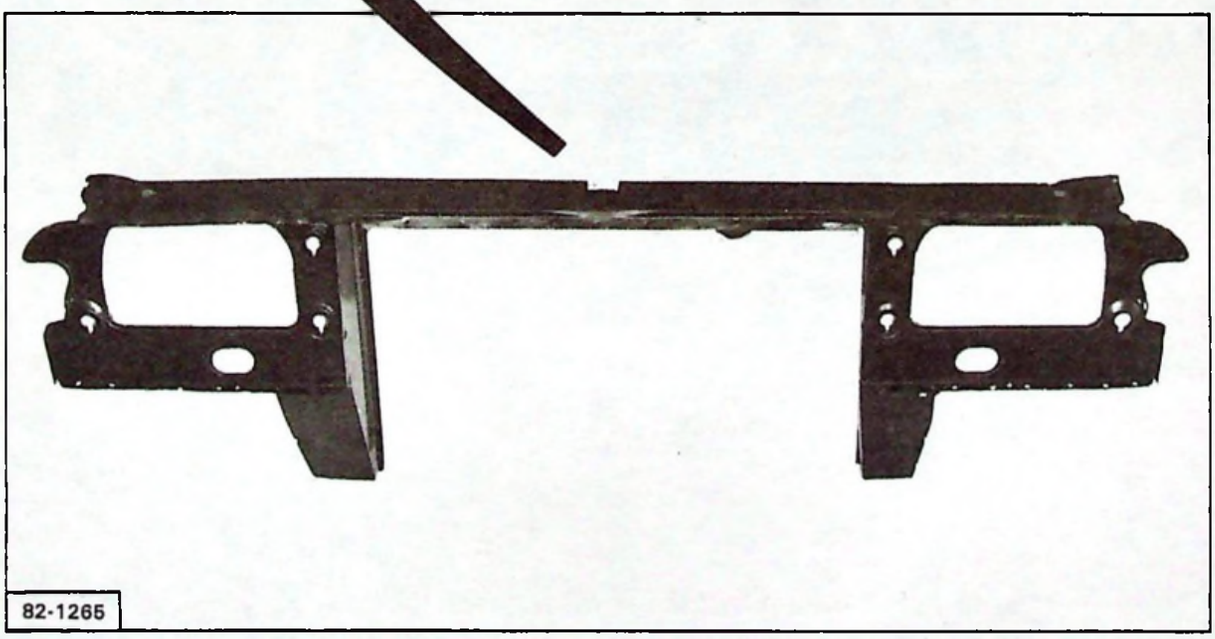


BX. 80-5



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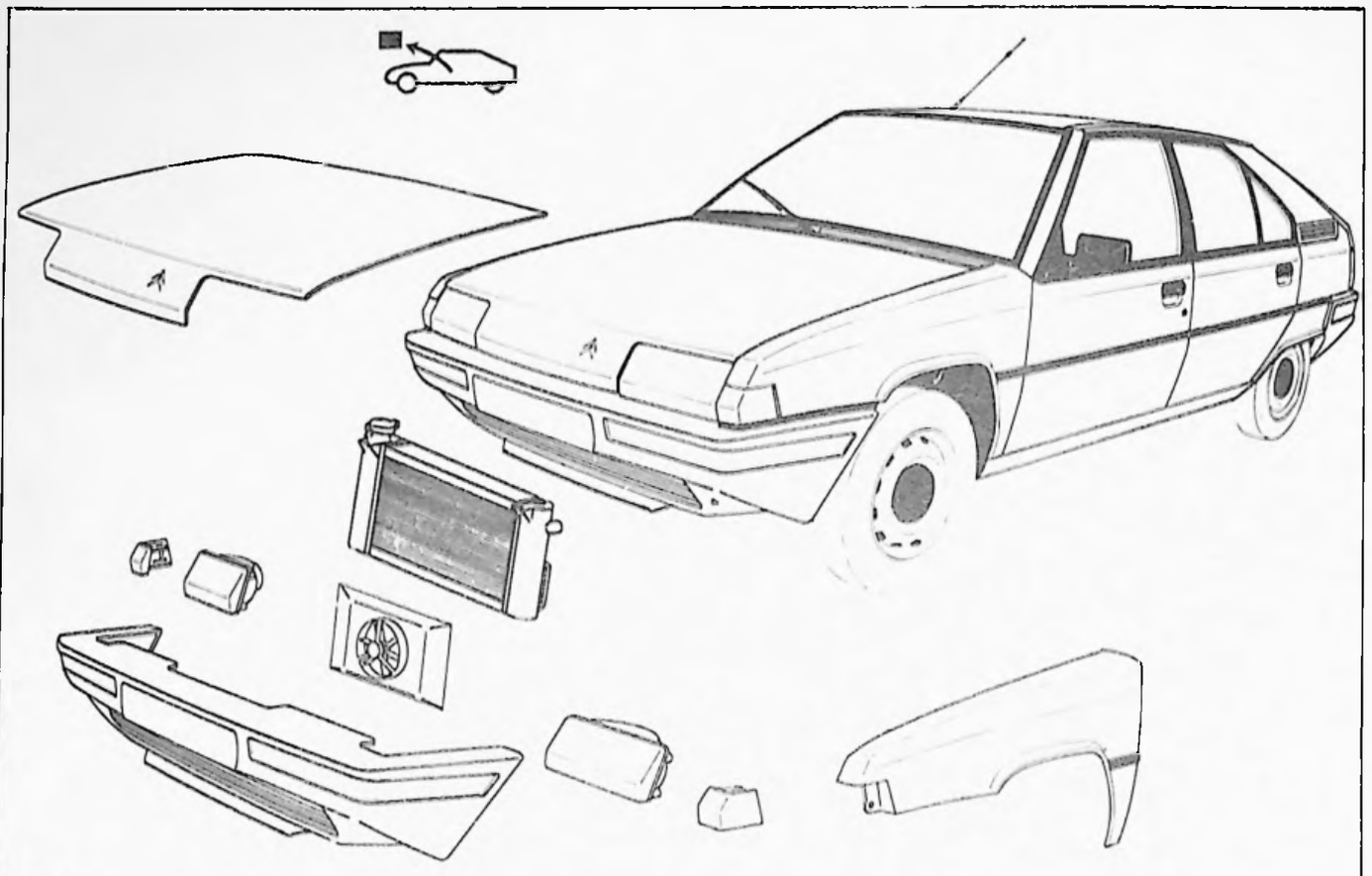

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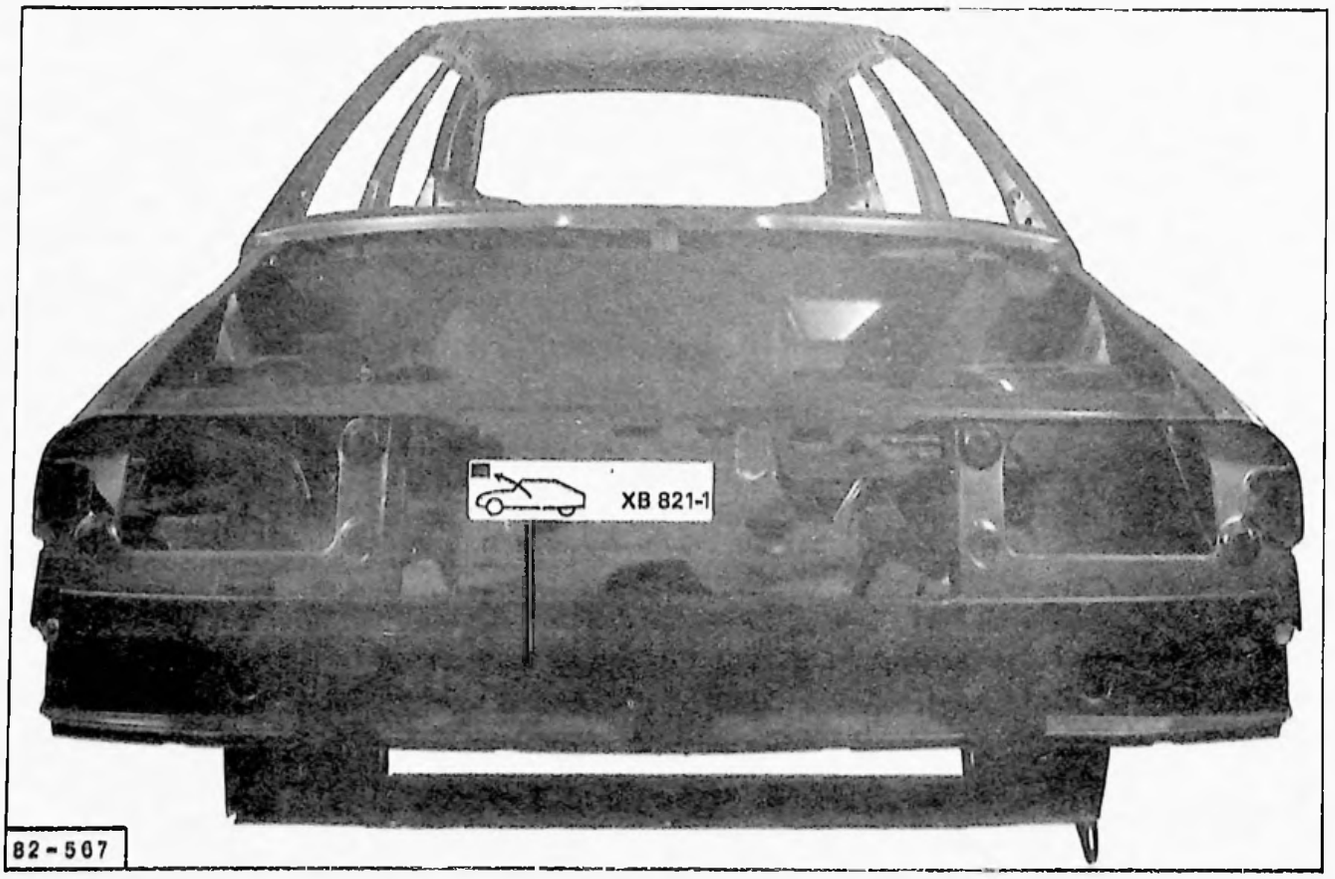

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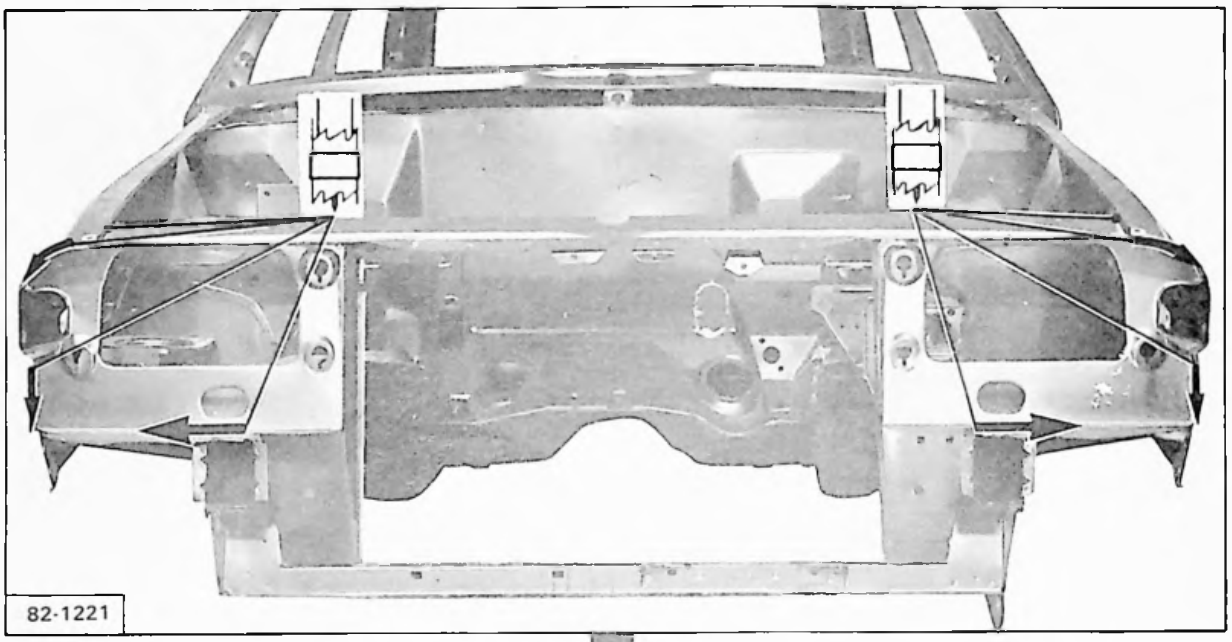
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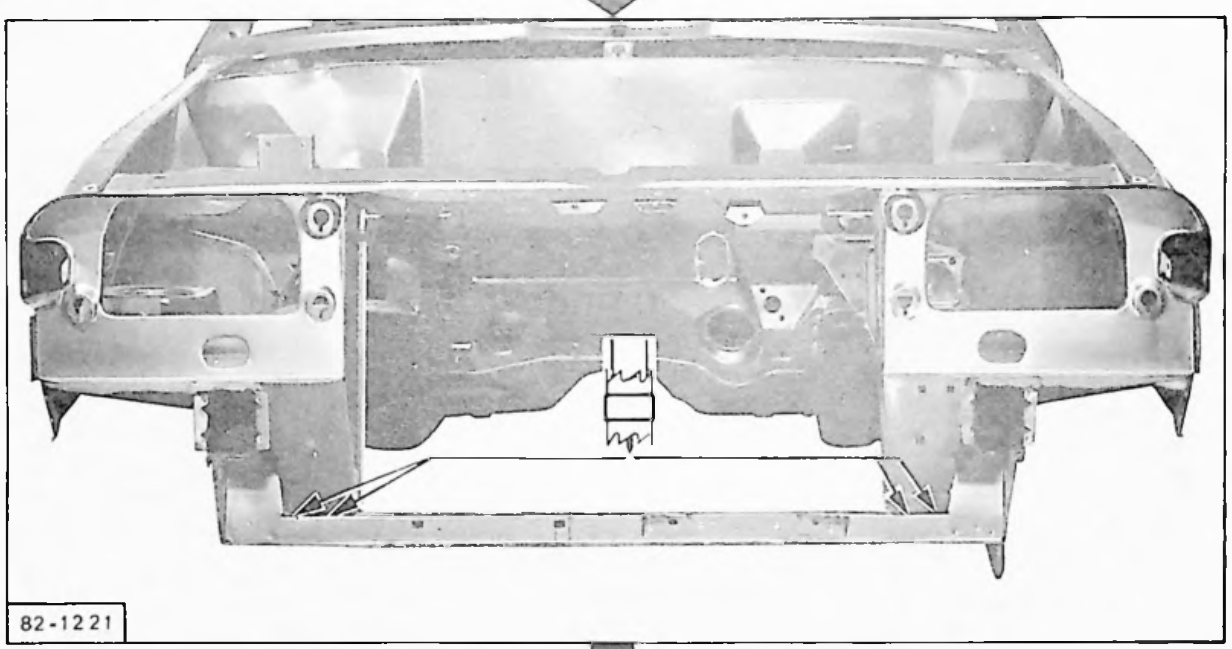
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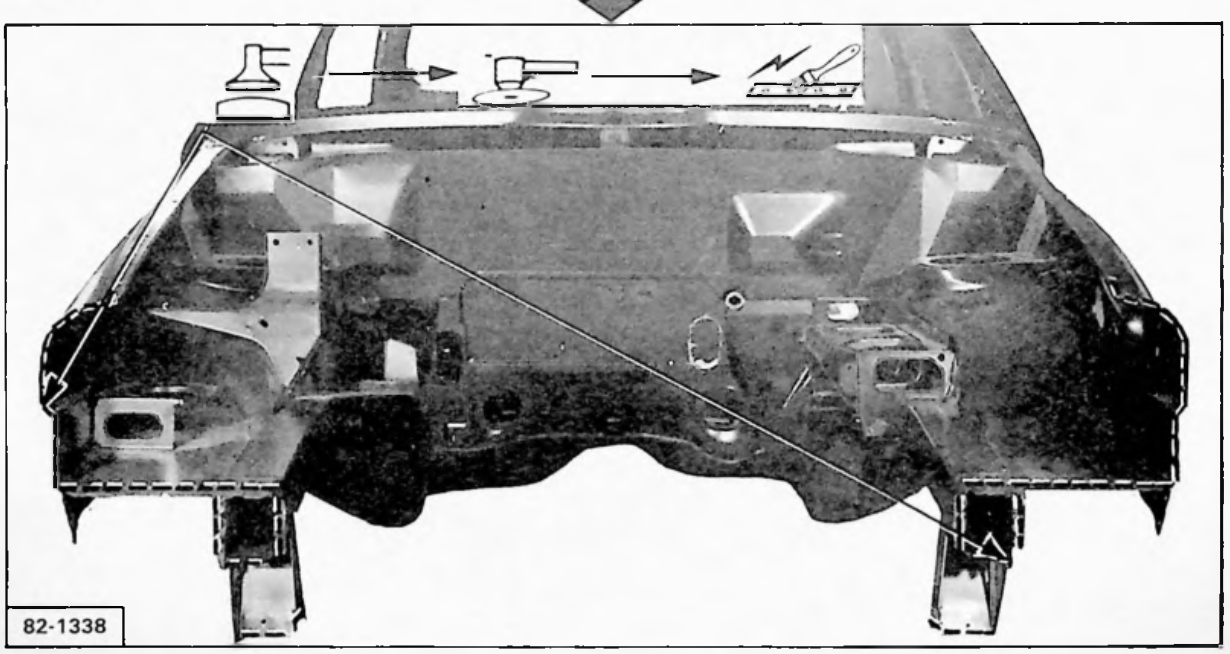
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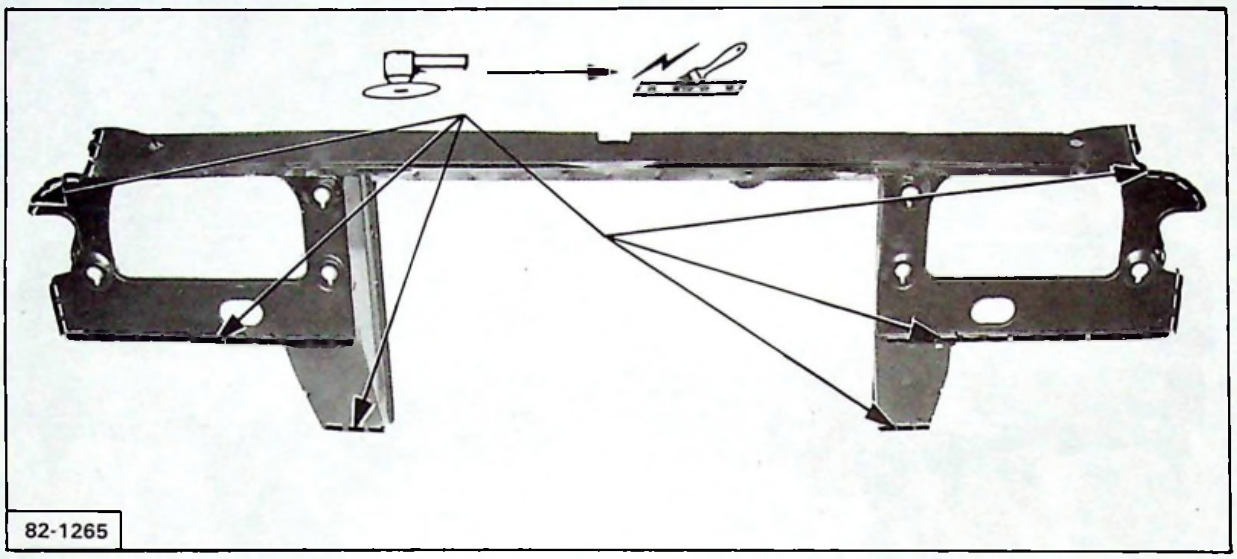

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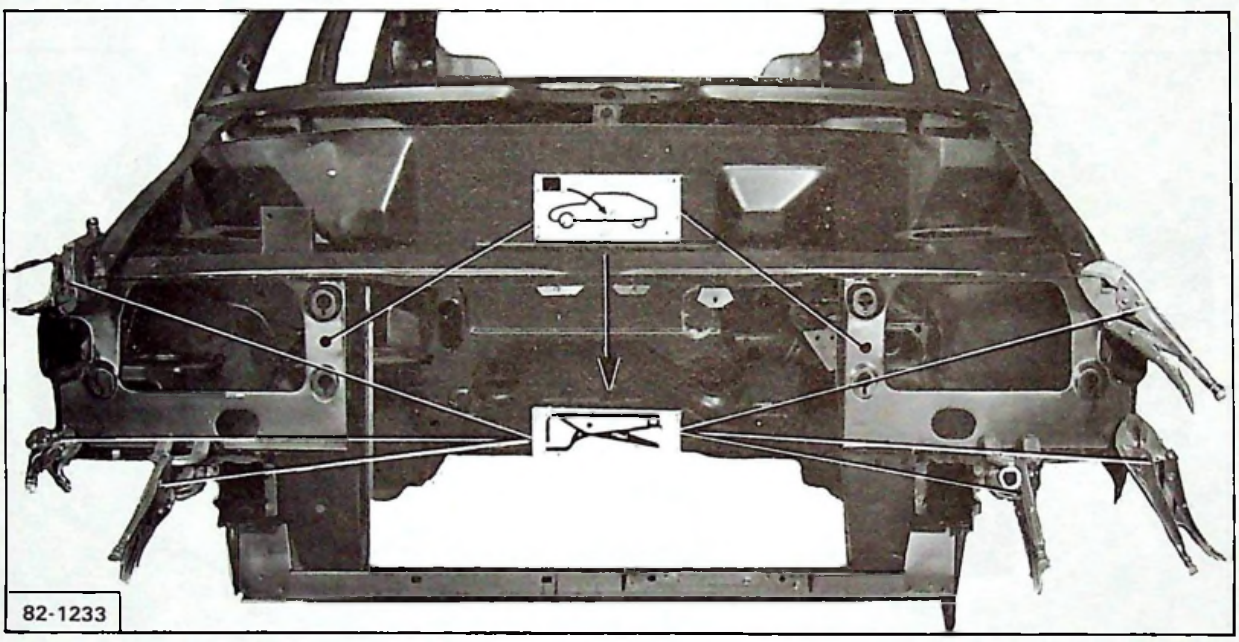

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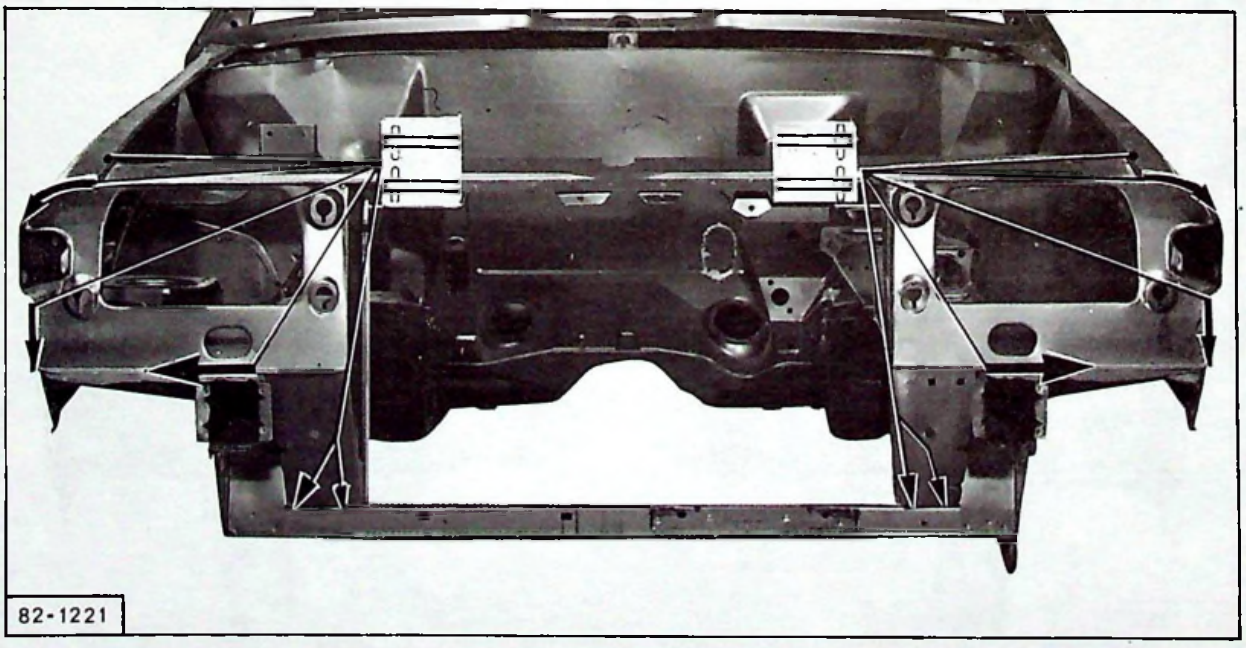

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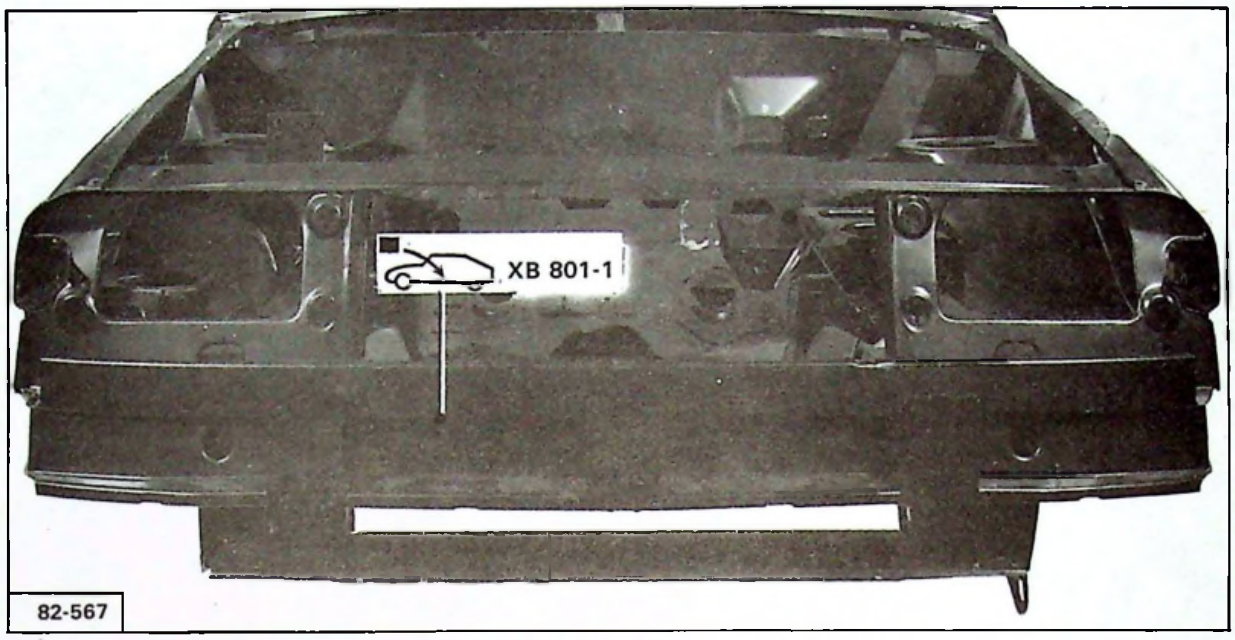
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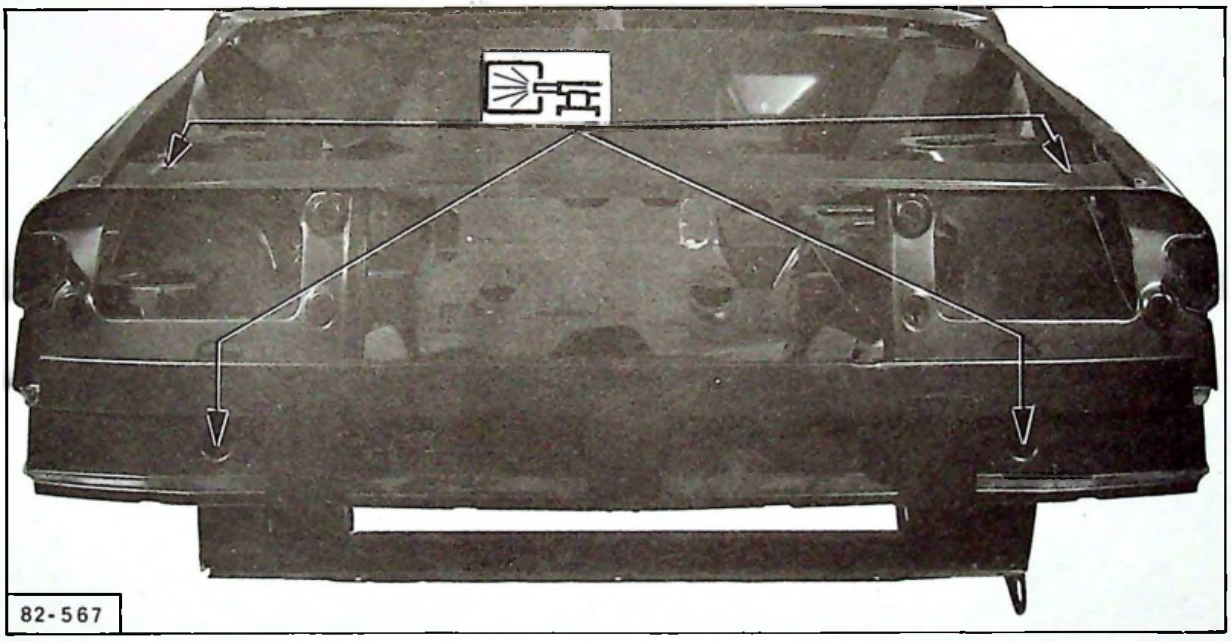
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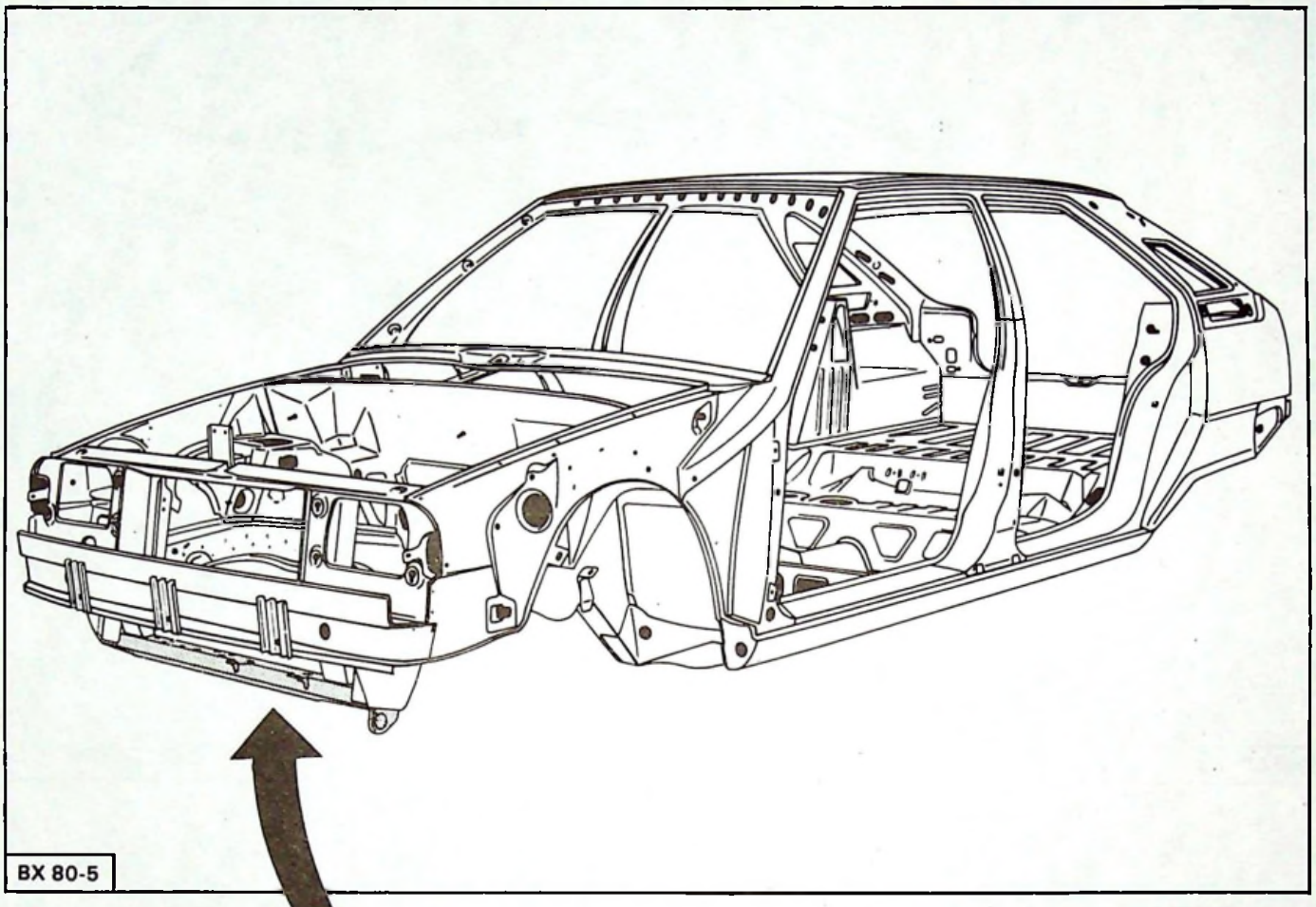

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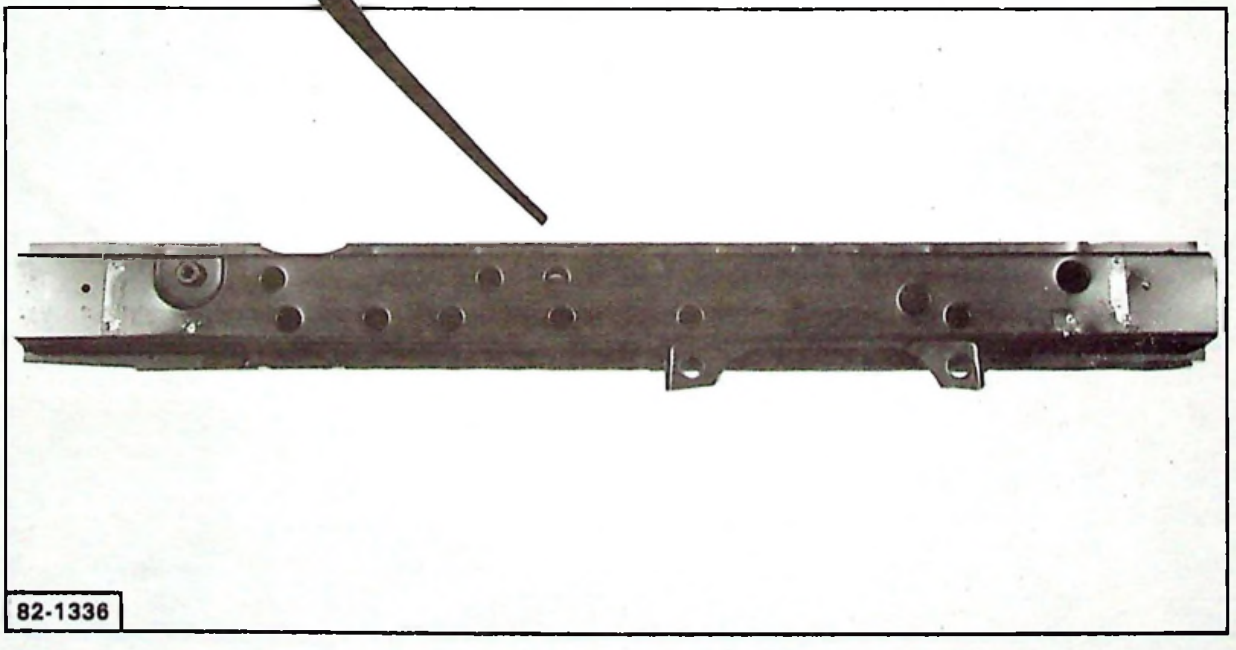

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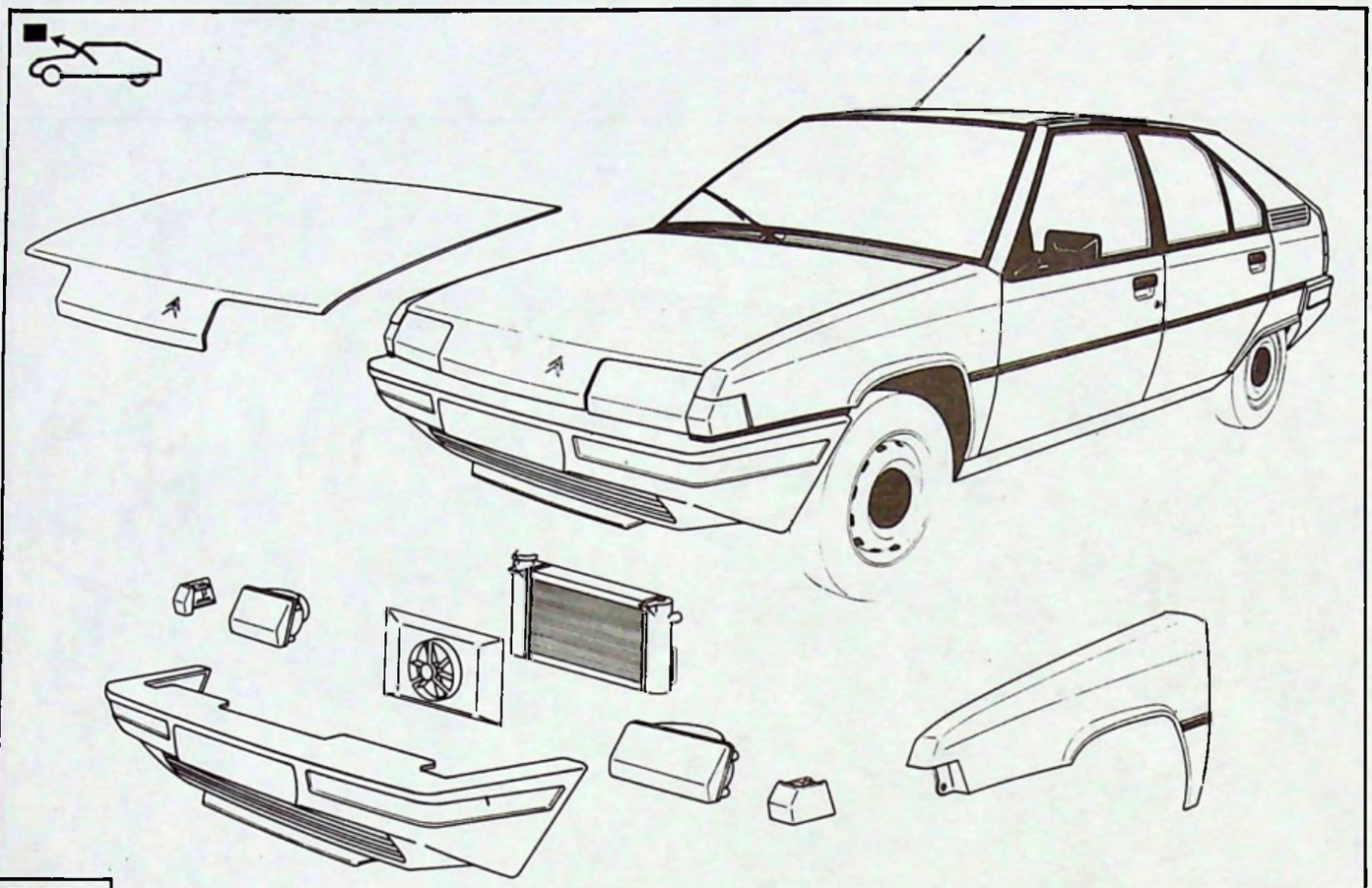
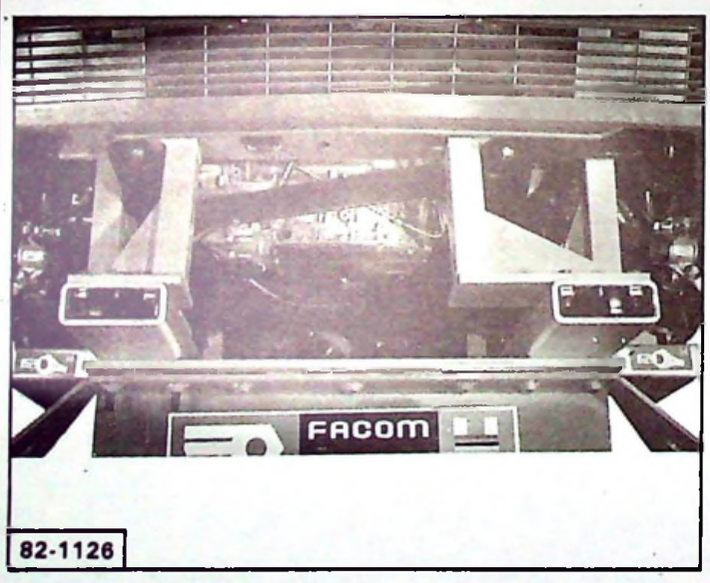


BX 80-3



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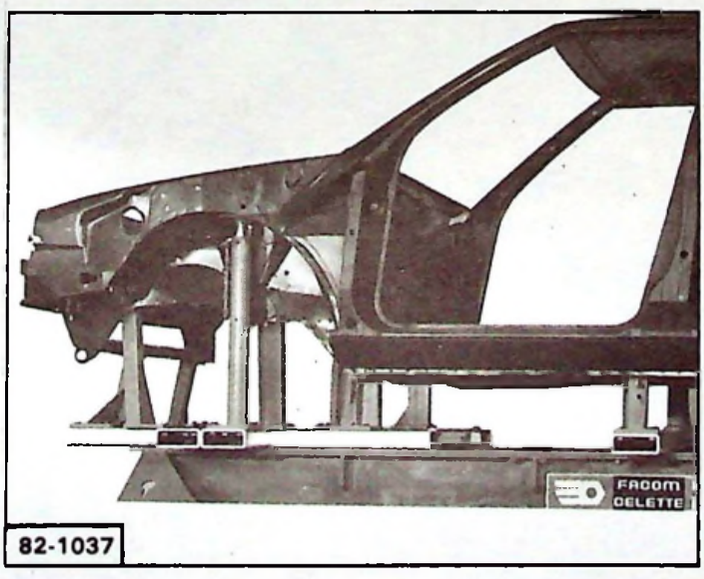

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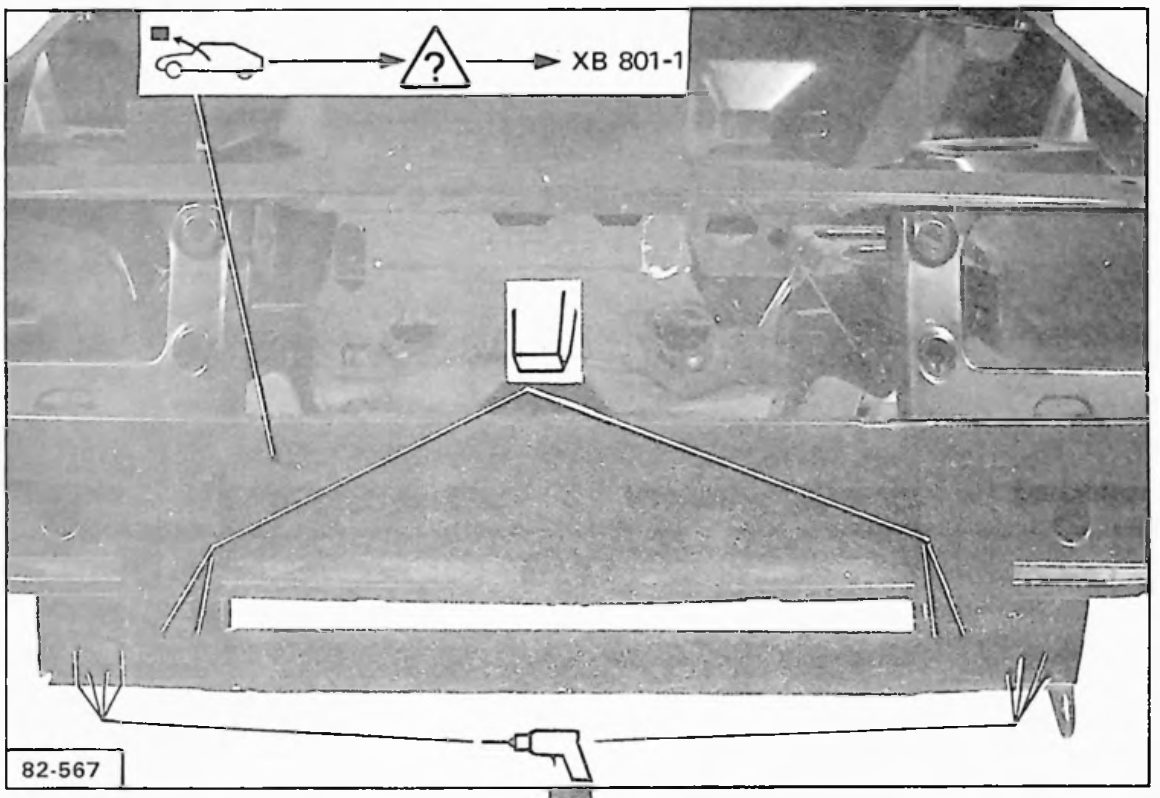
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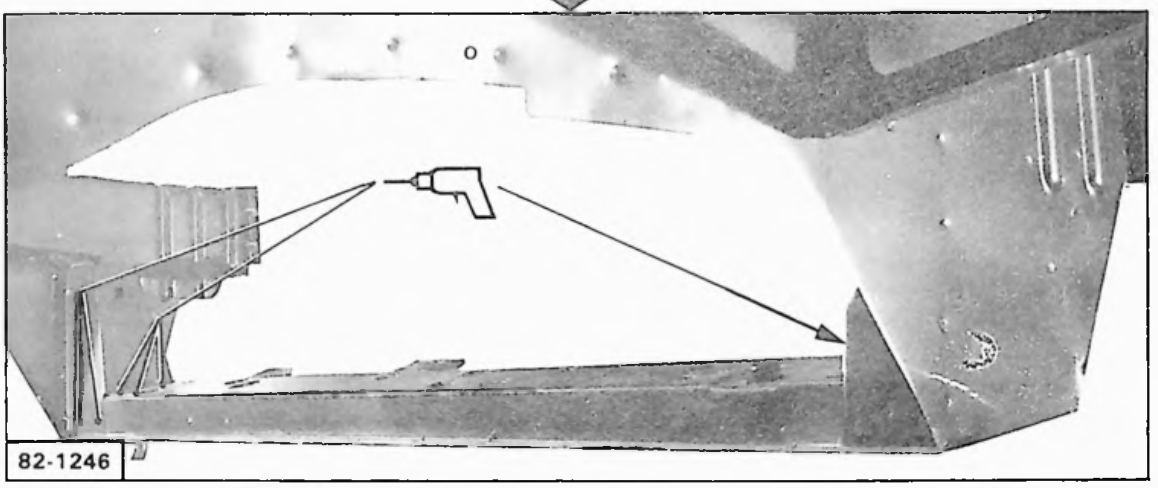
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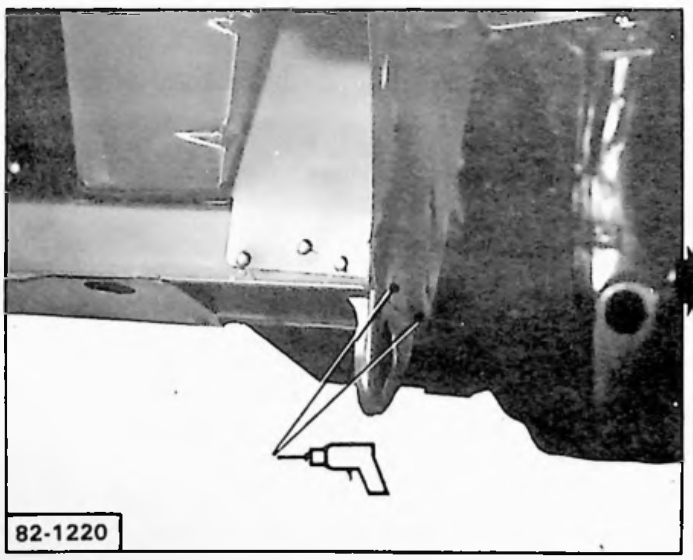
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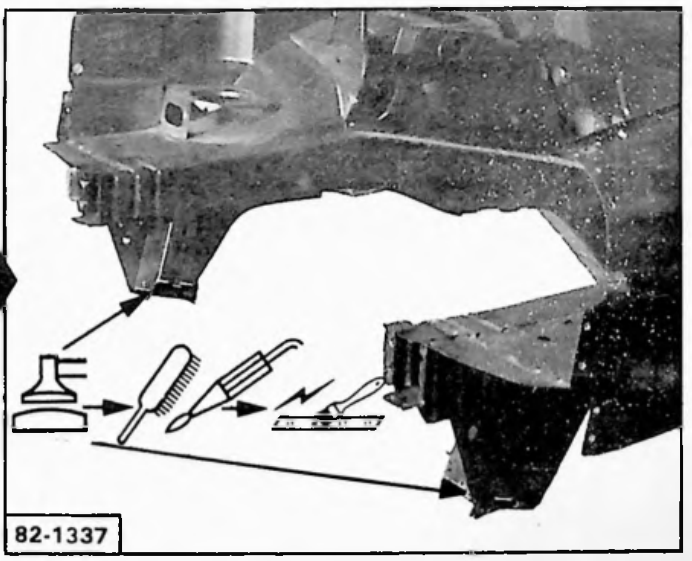
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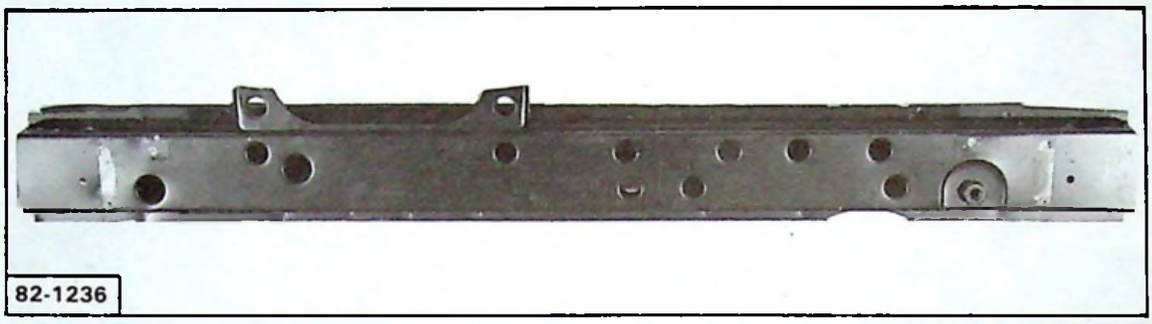
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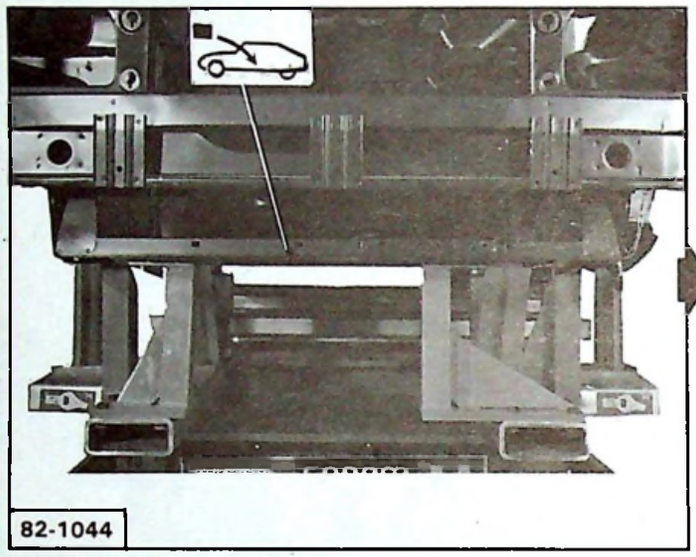
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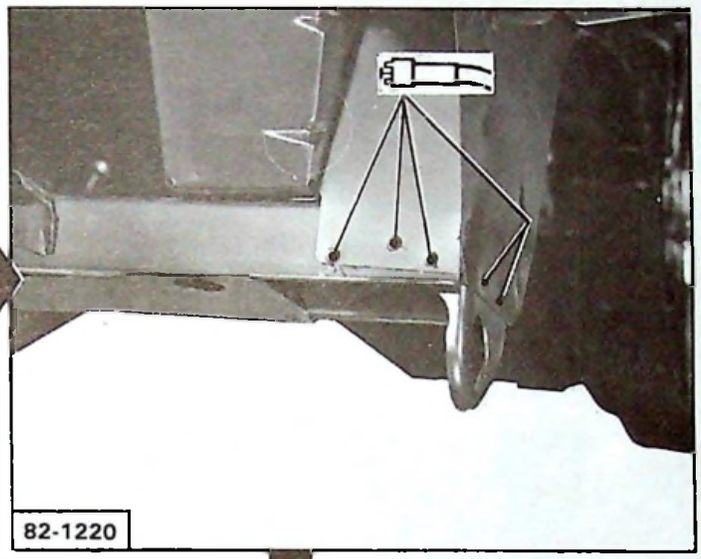
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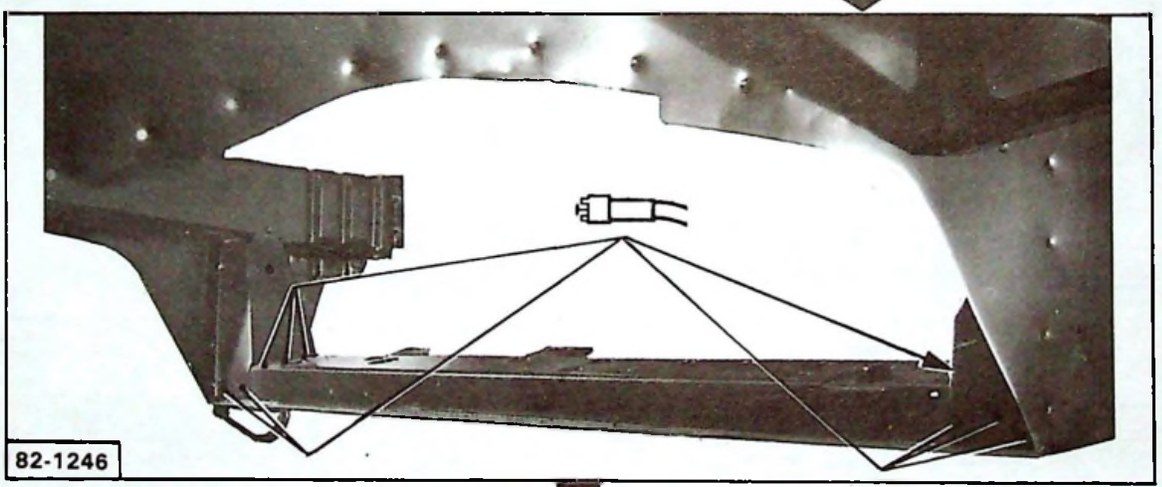
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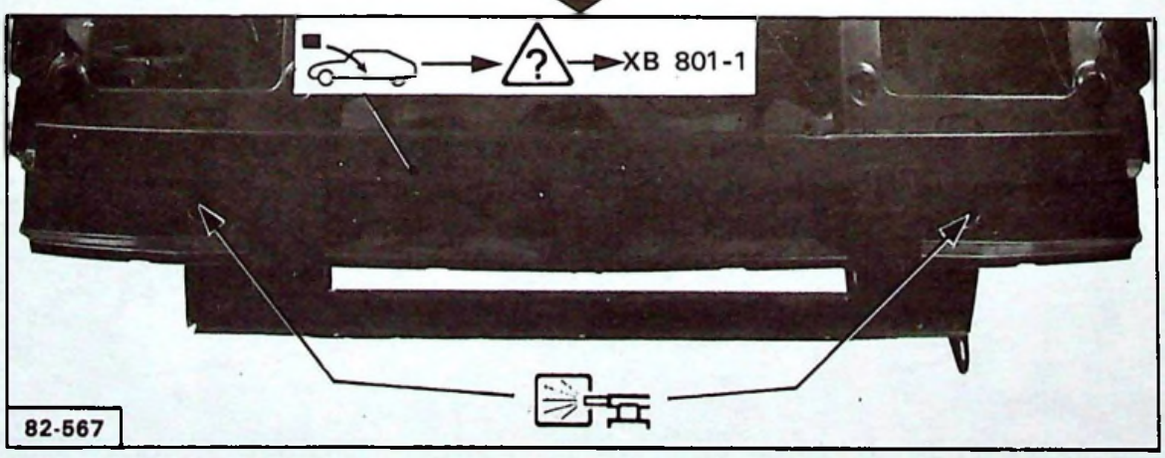

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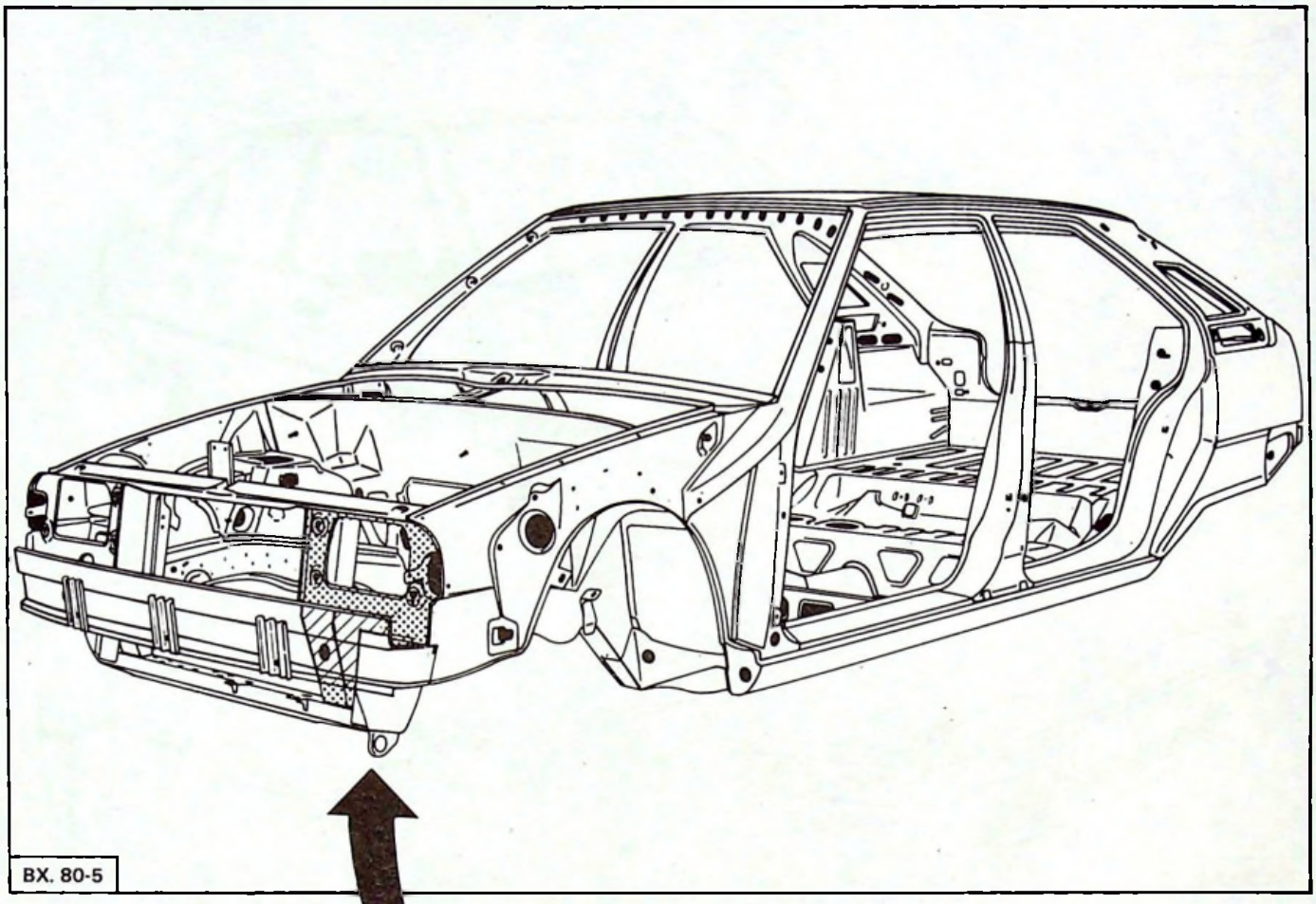

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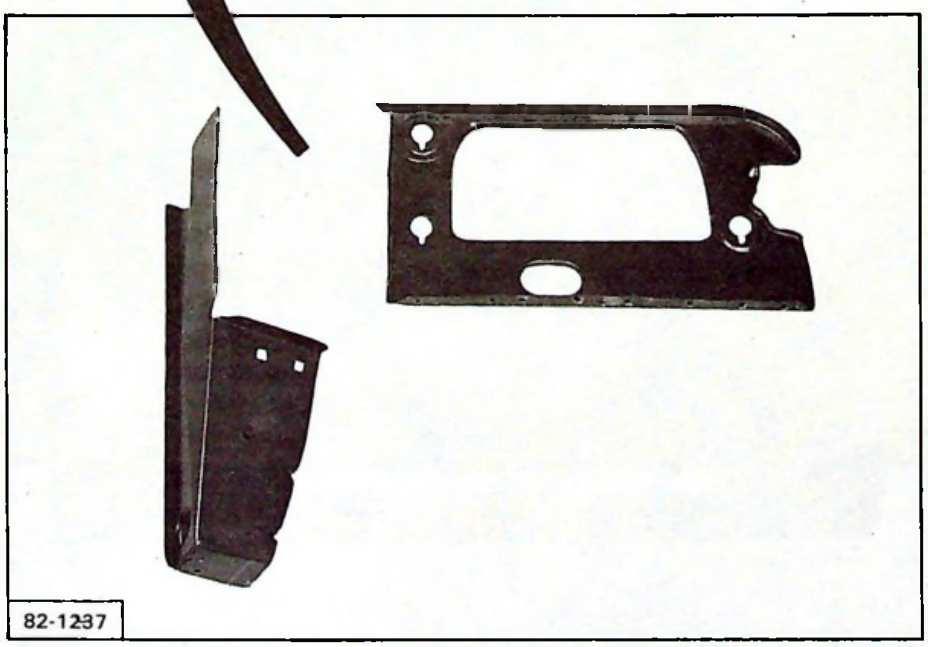

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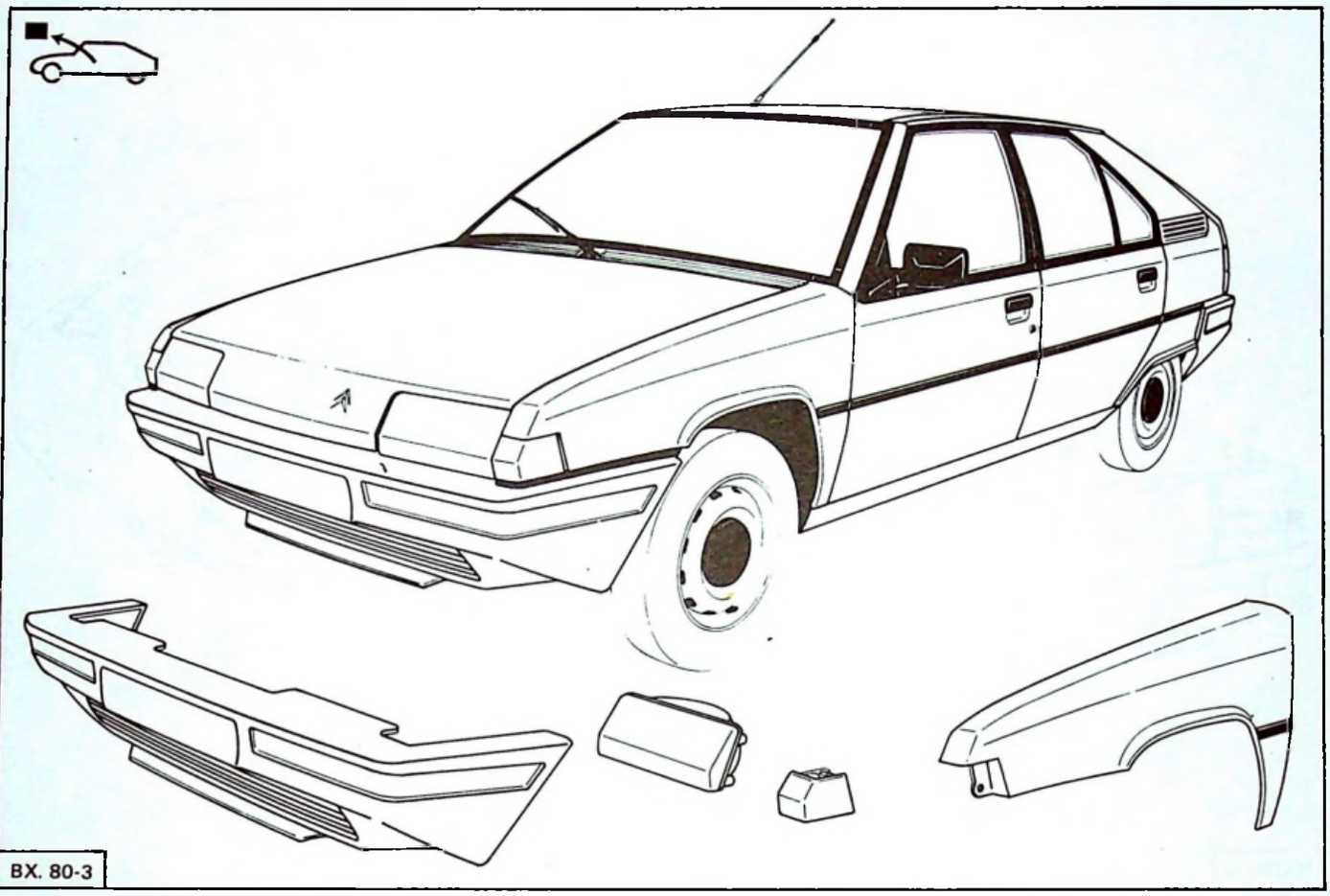

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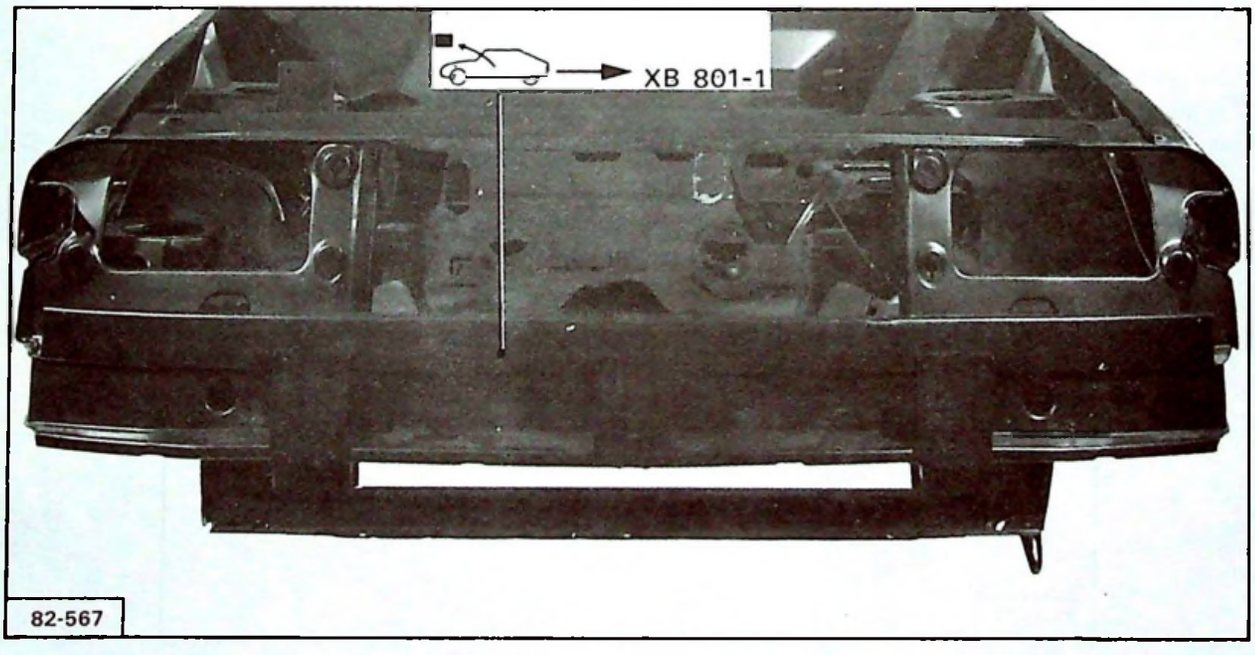

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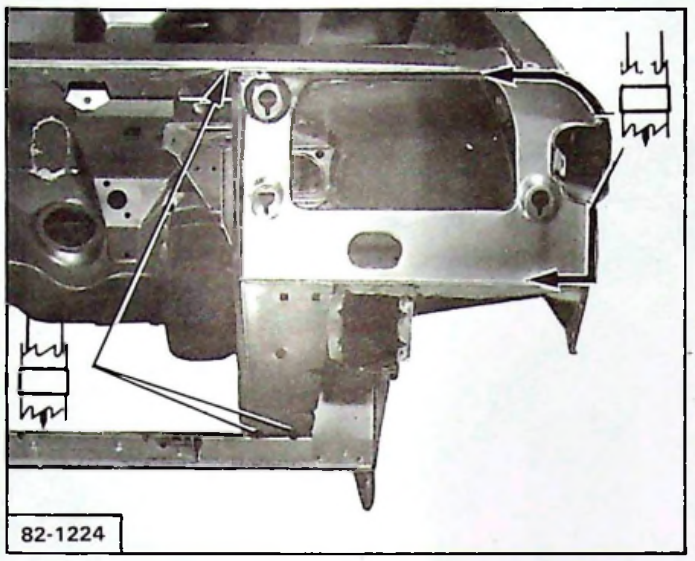
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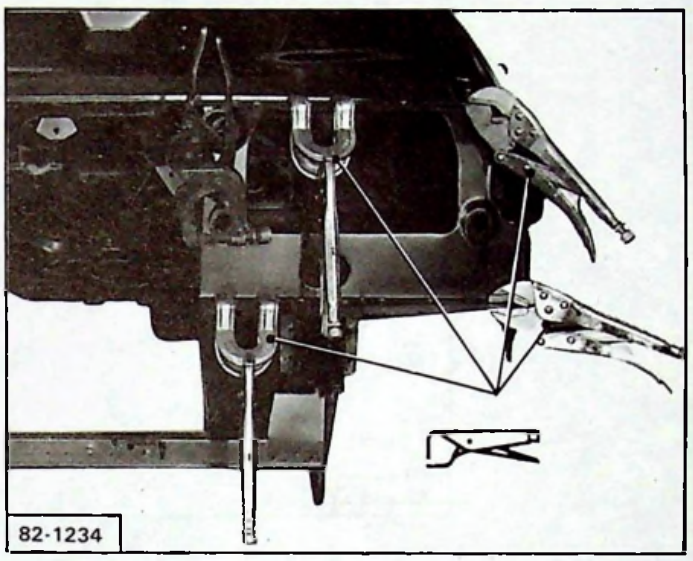
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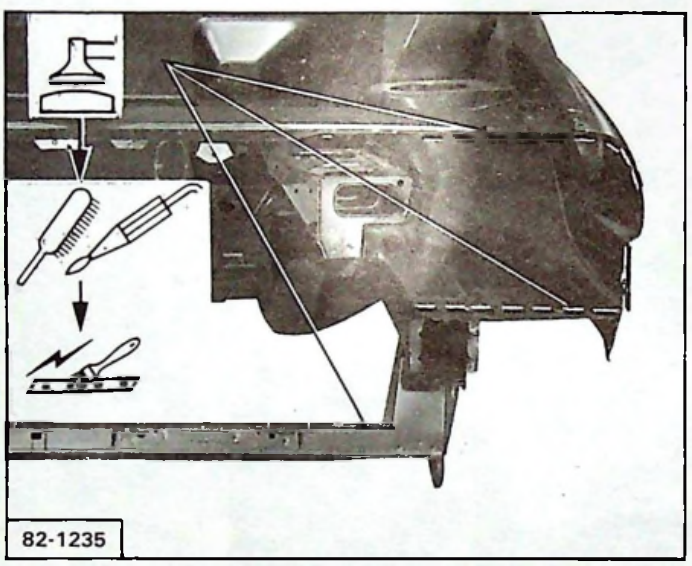
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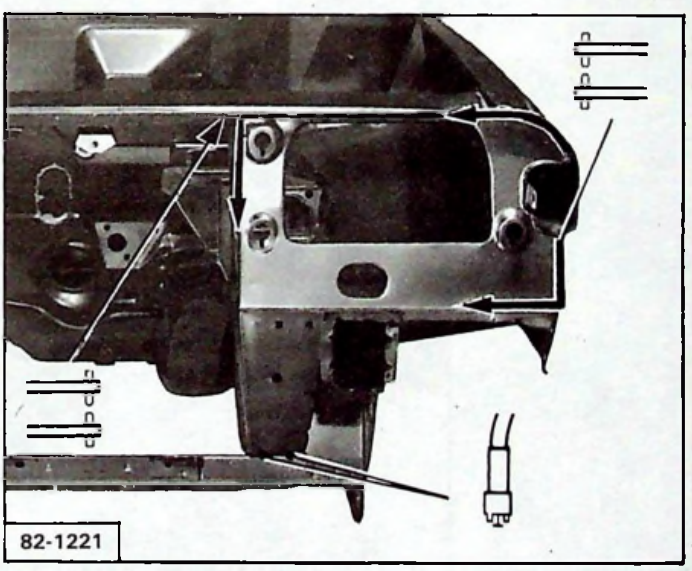
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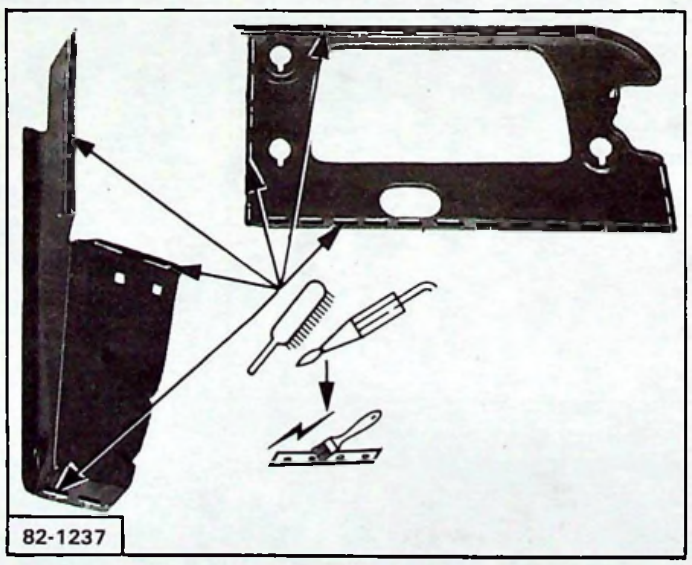
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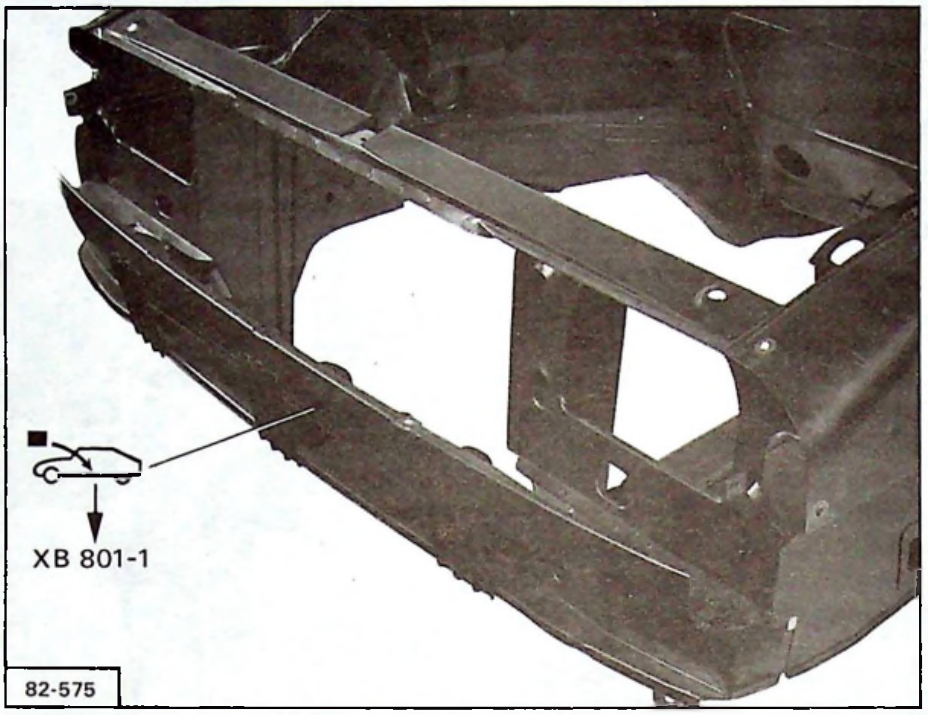
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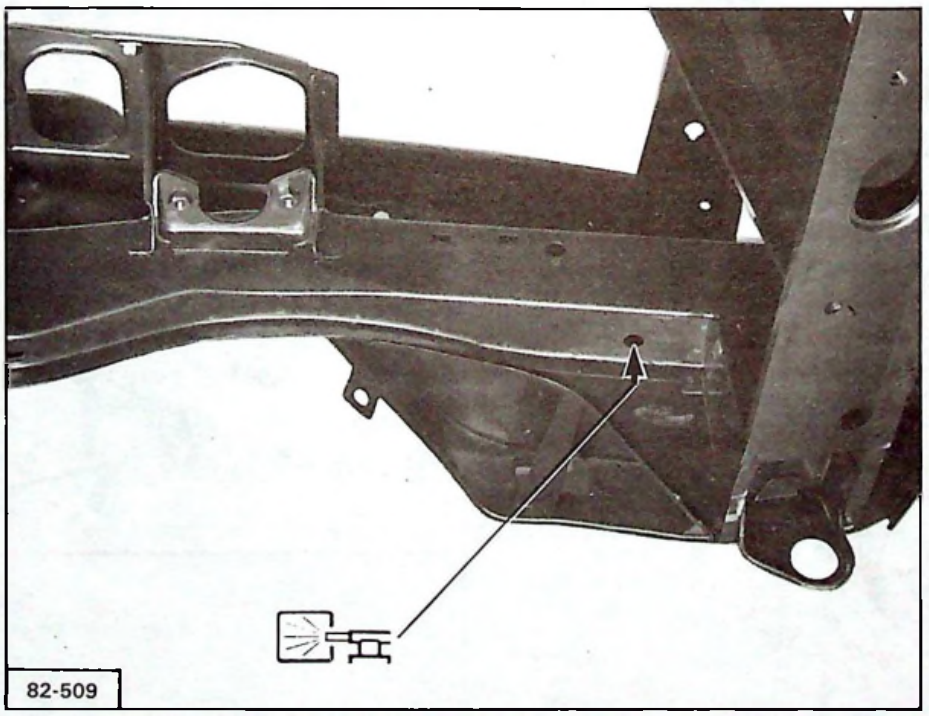
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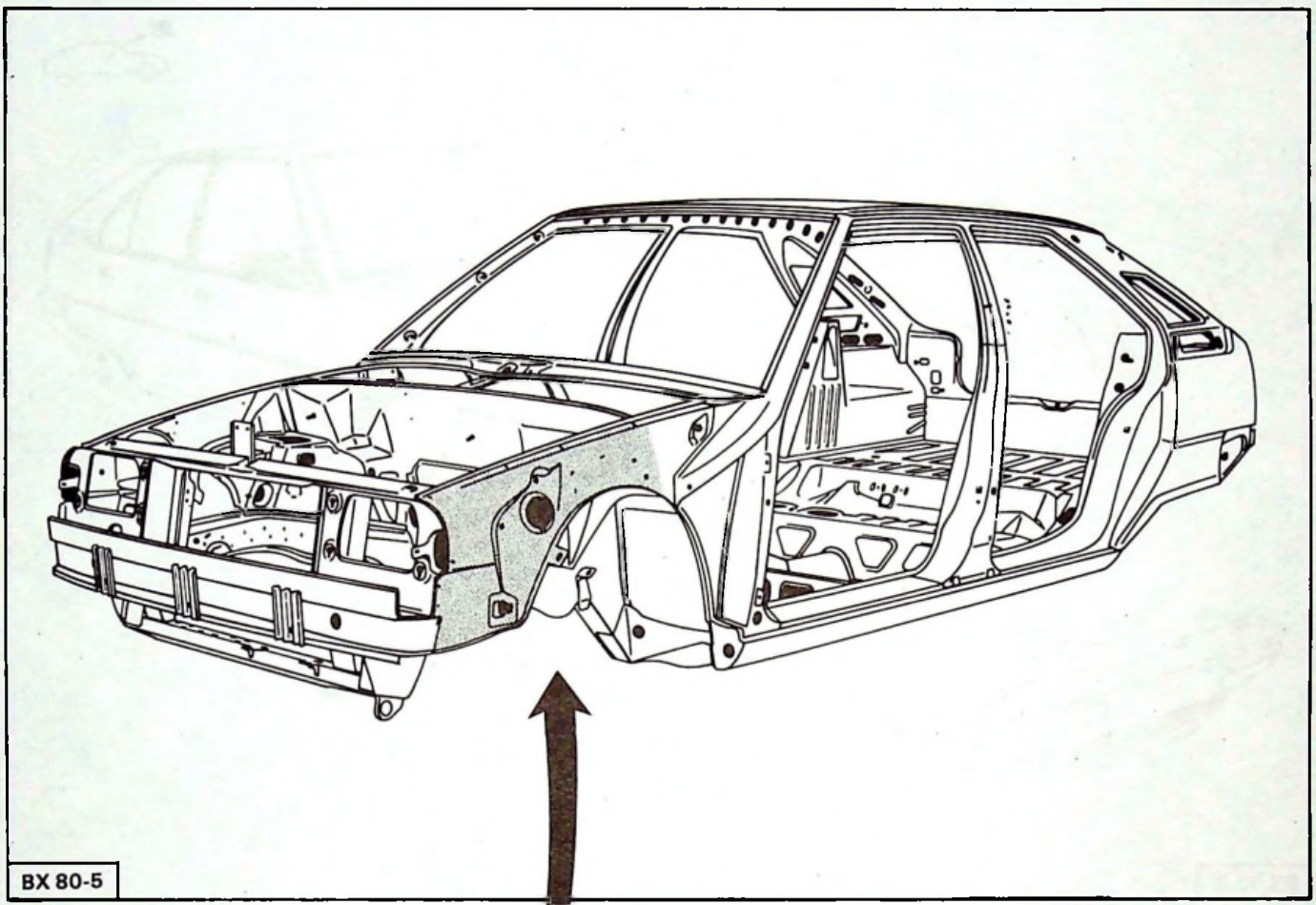
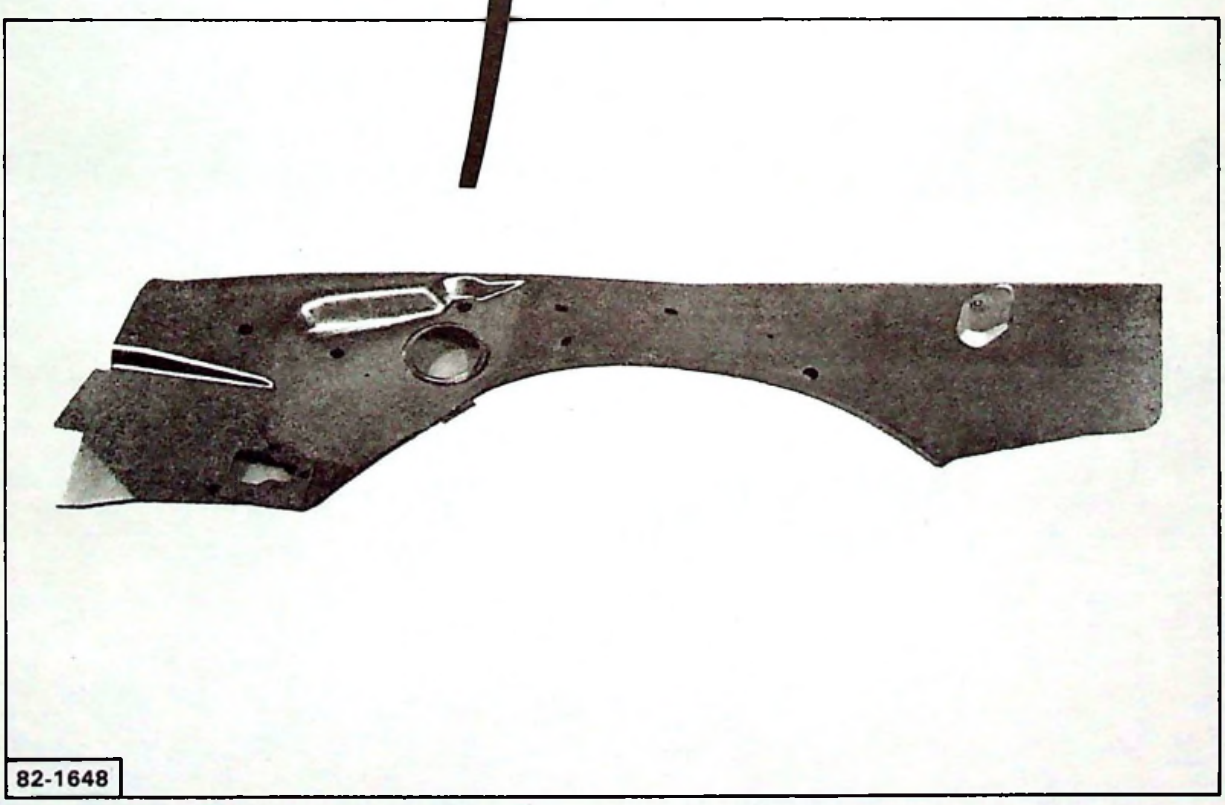


BX 80-5



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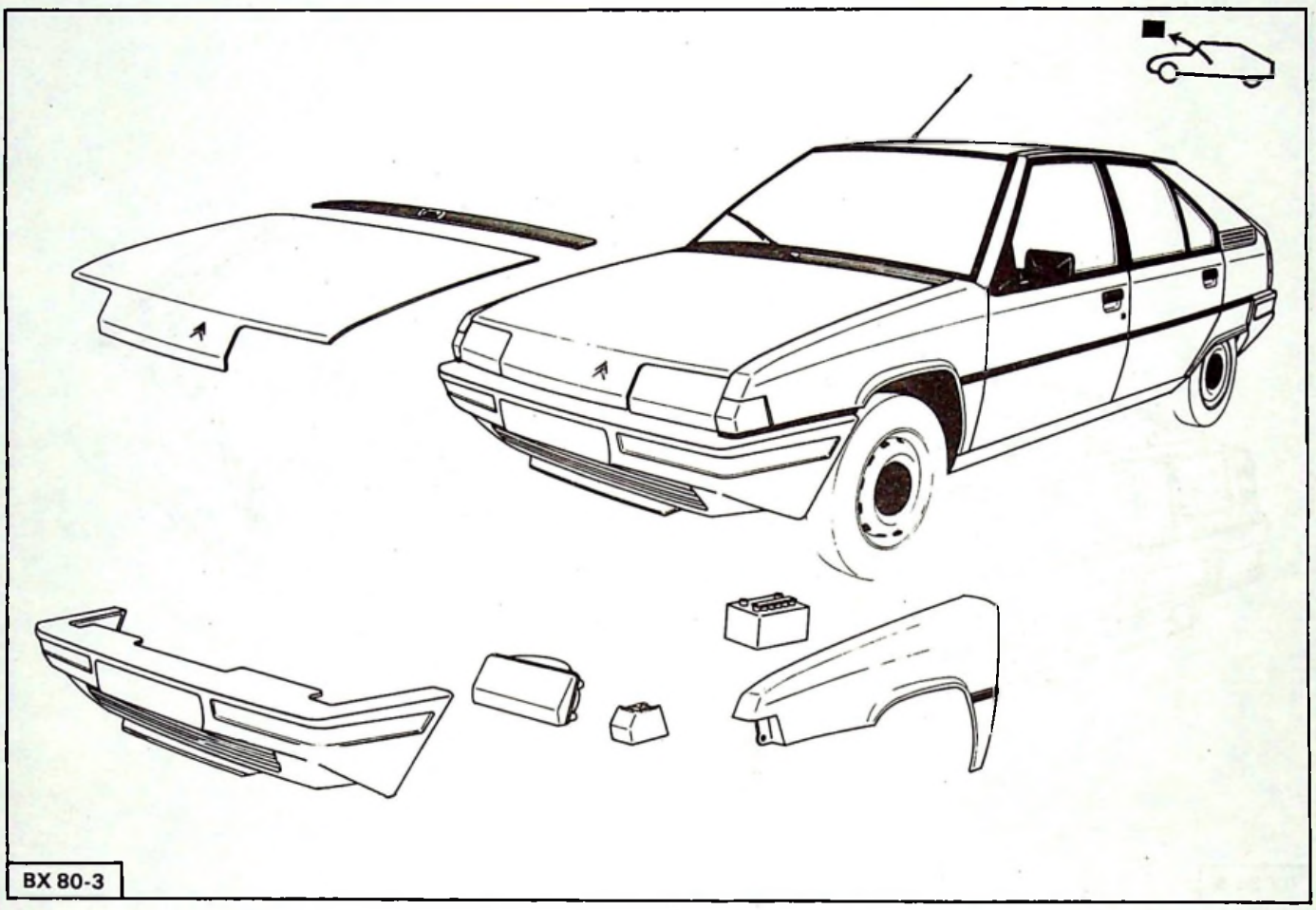
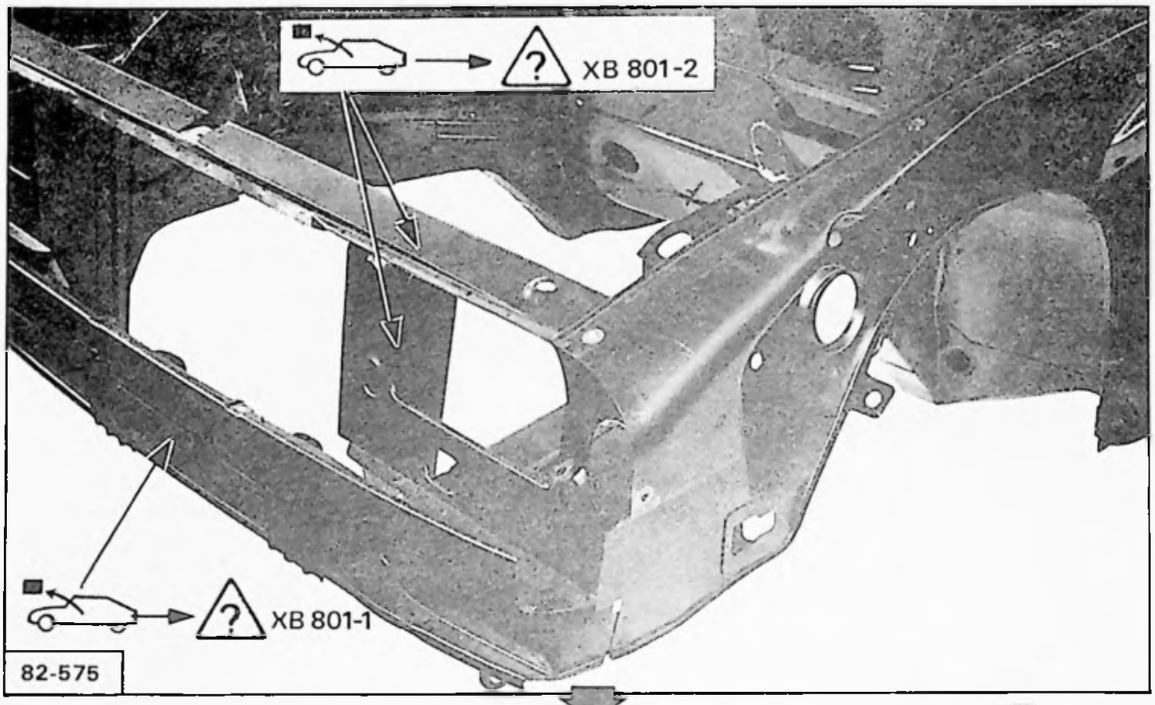


BX 80-3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XB 801-1
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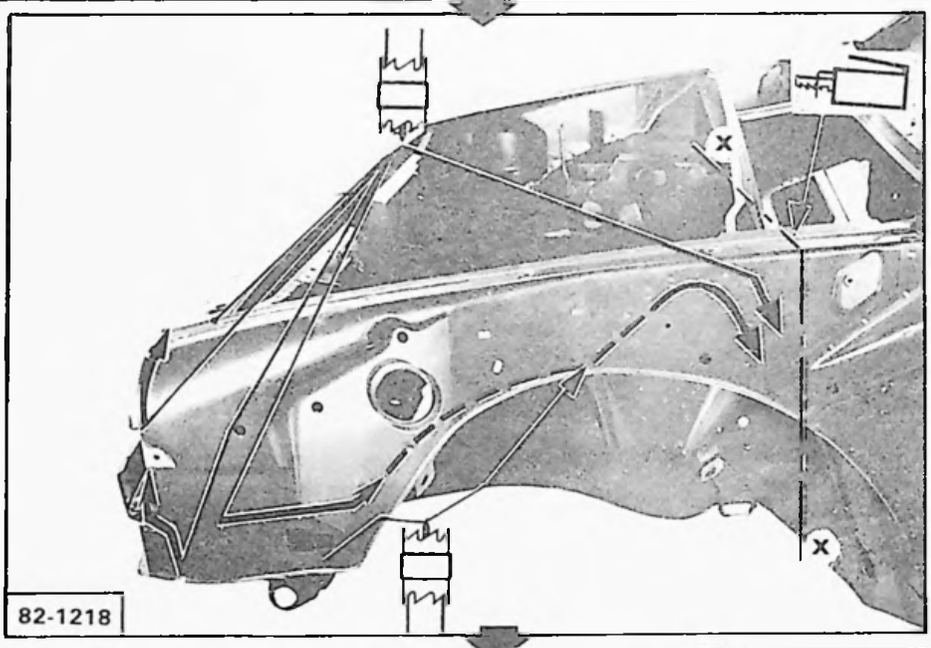
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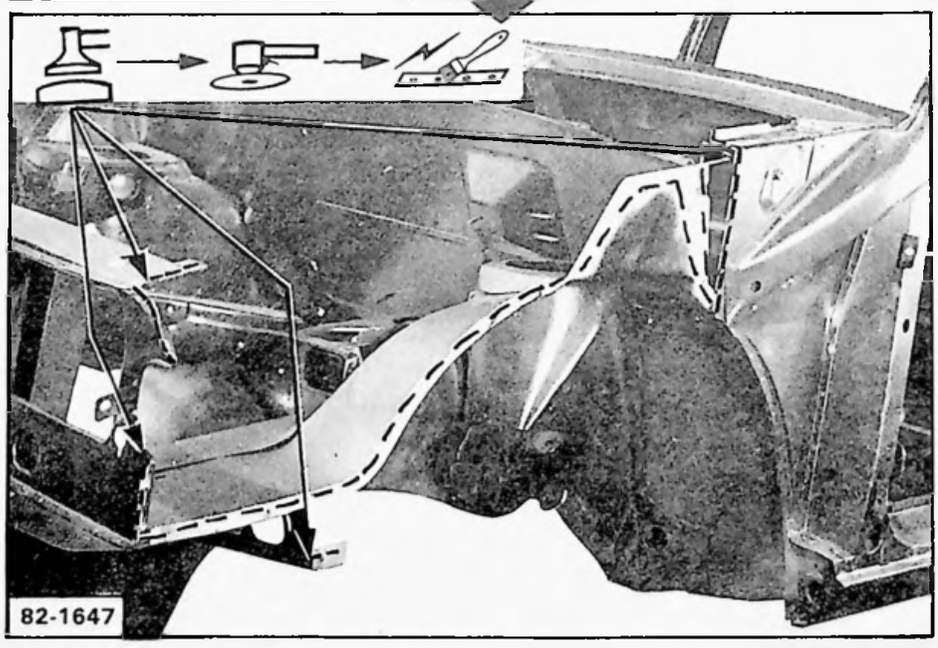
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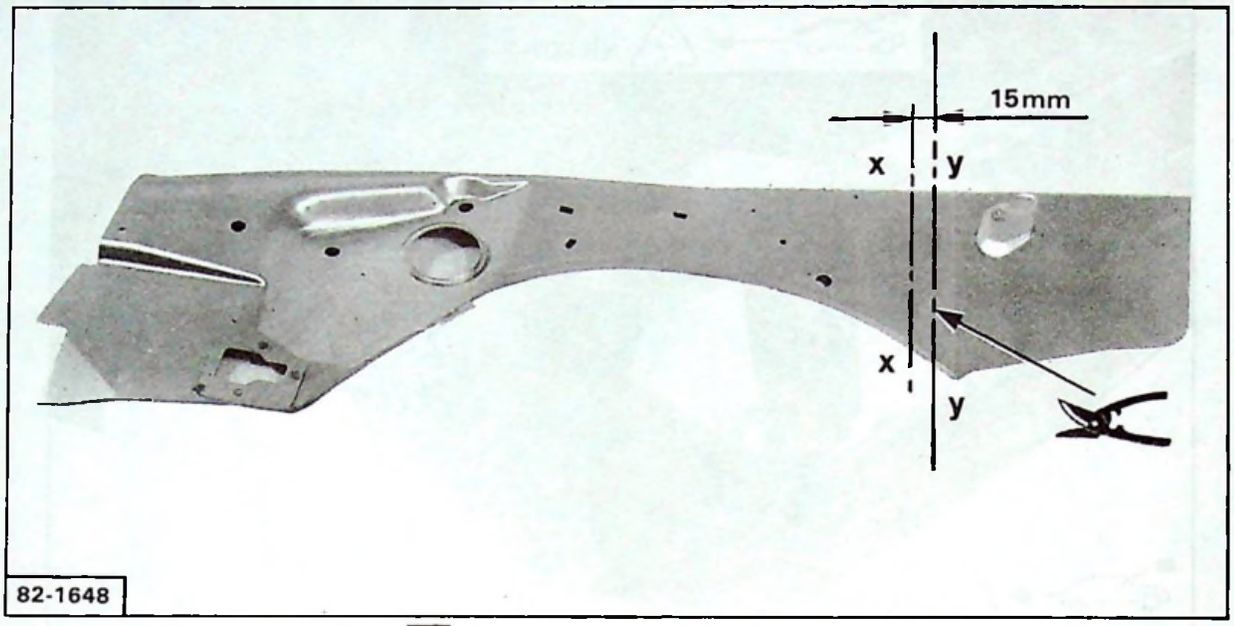
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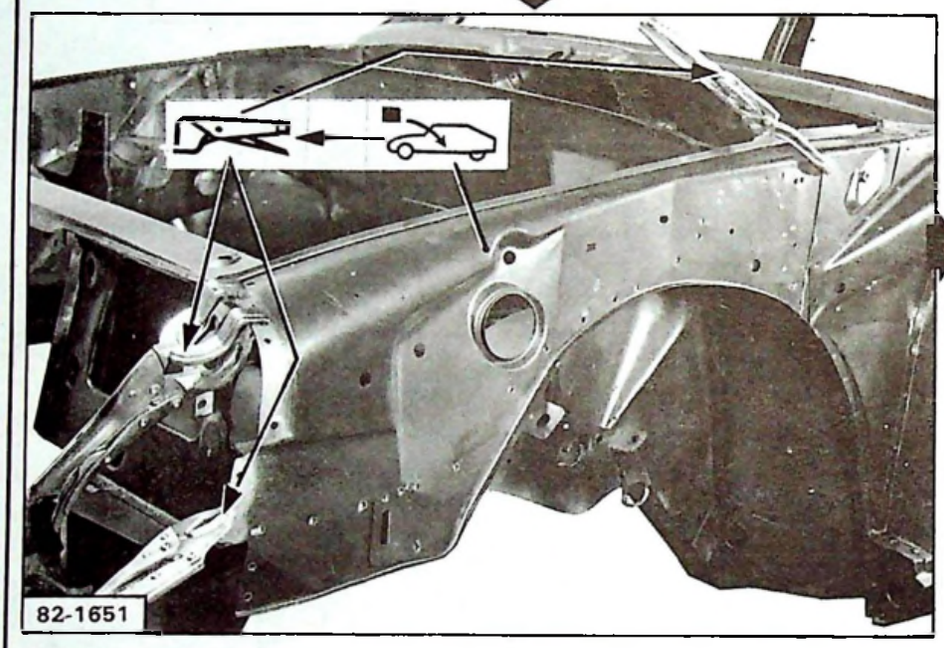
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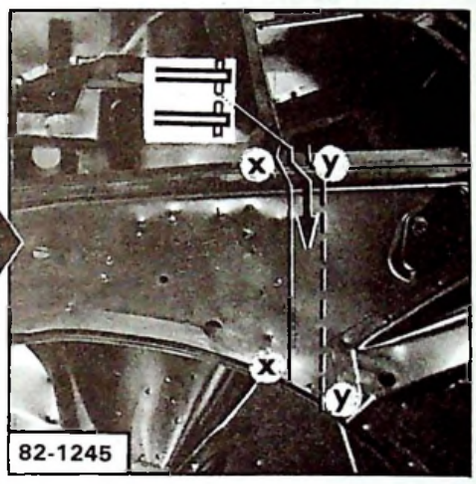
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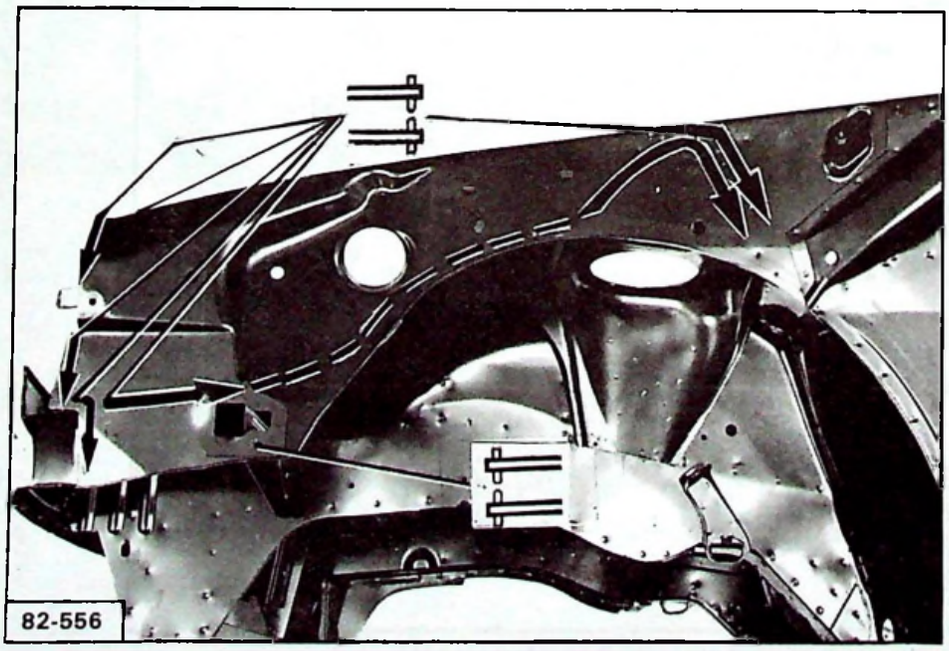
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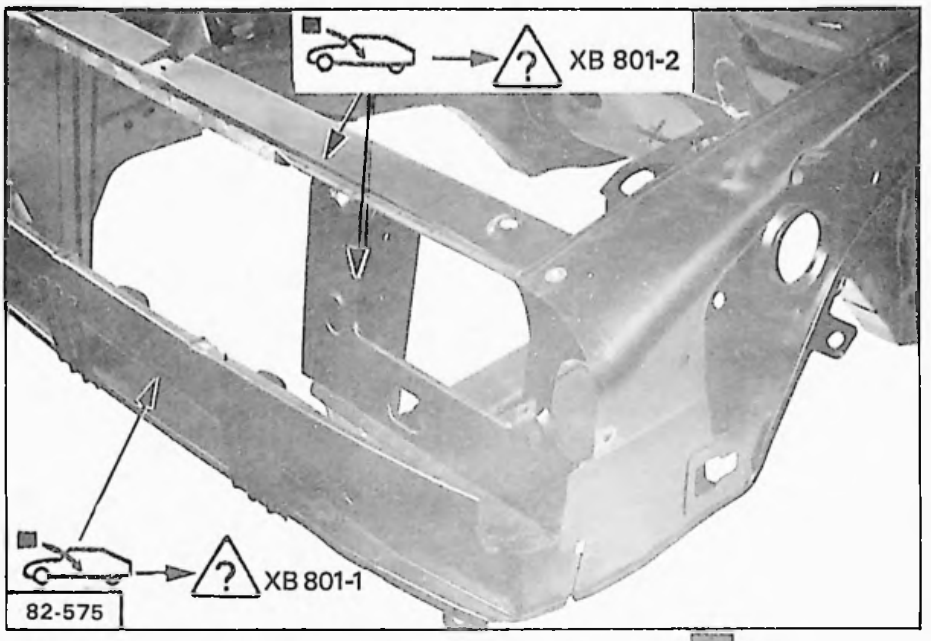
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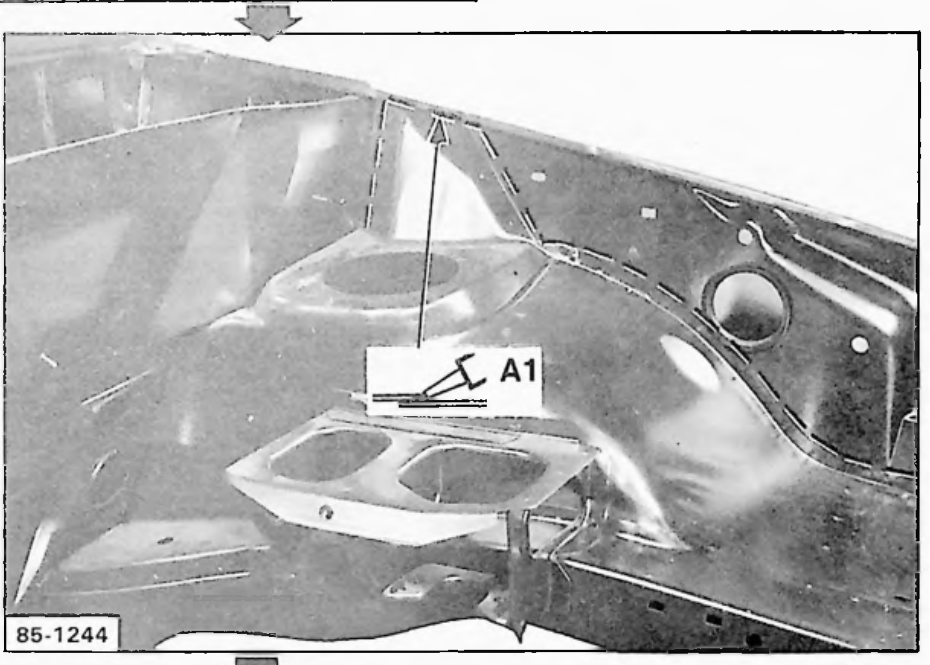
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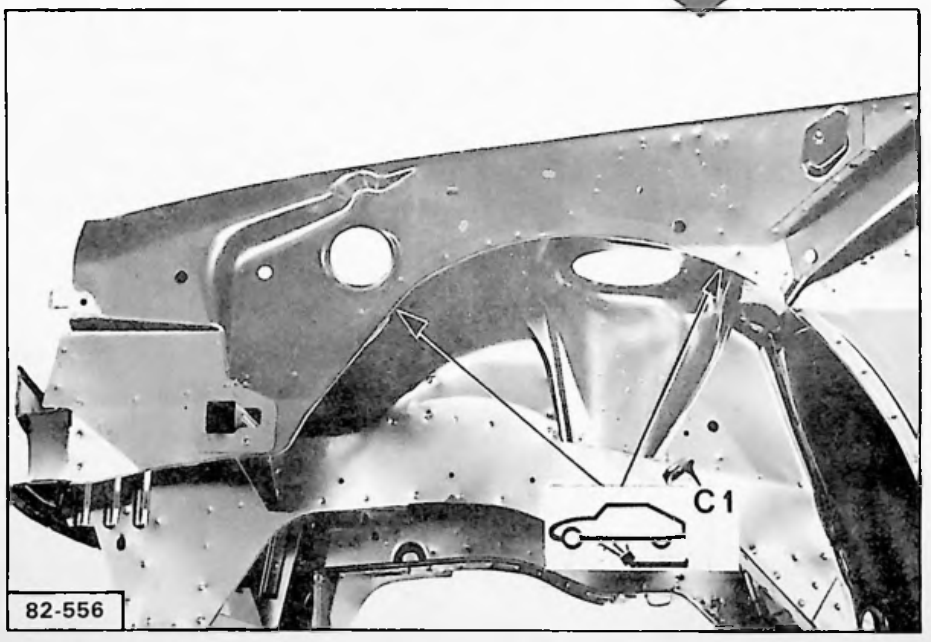
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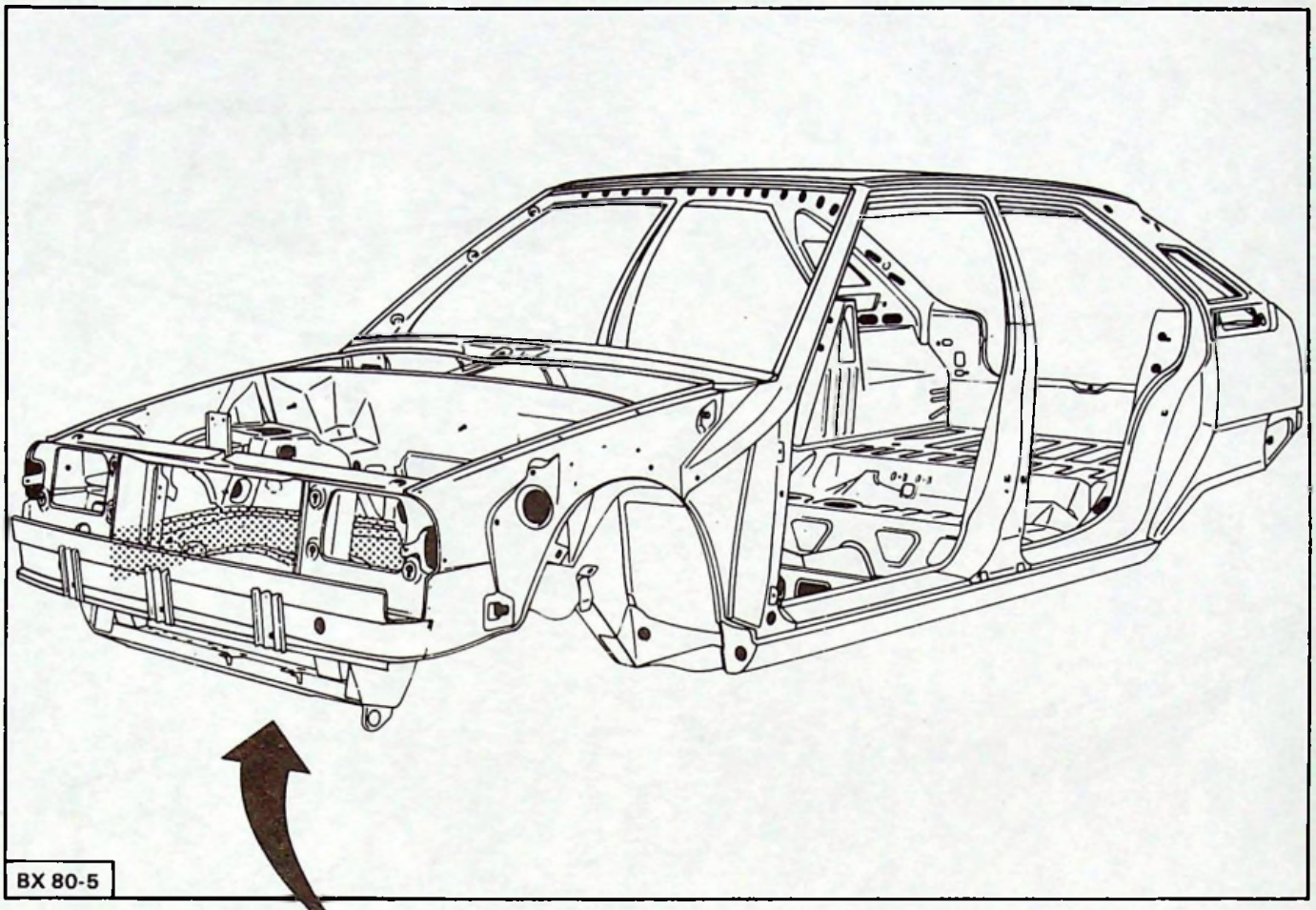
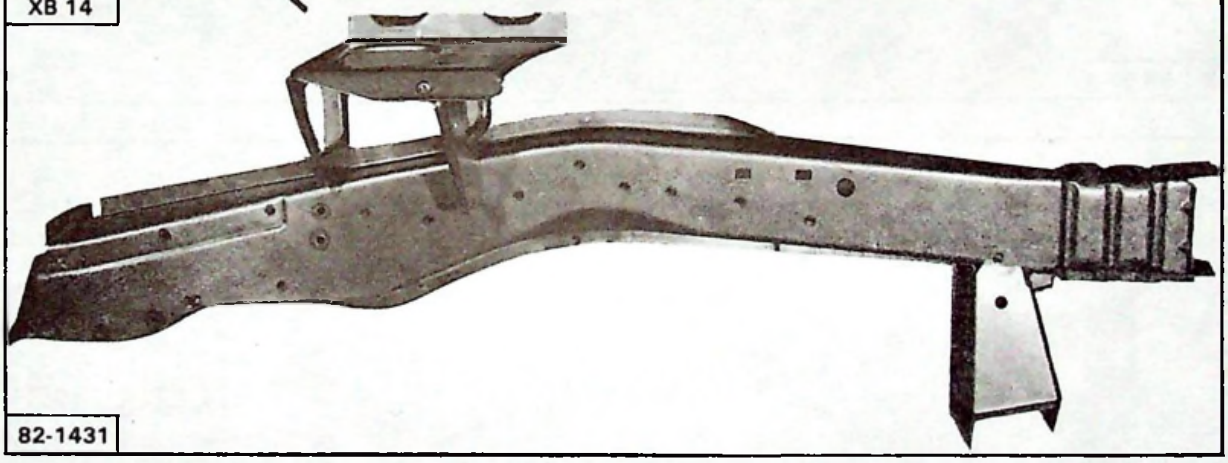


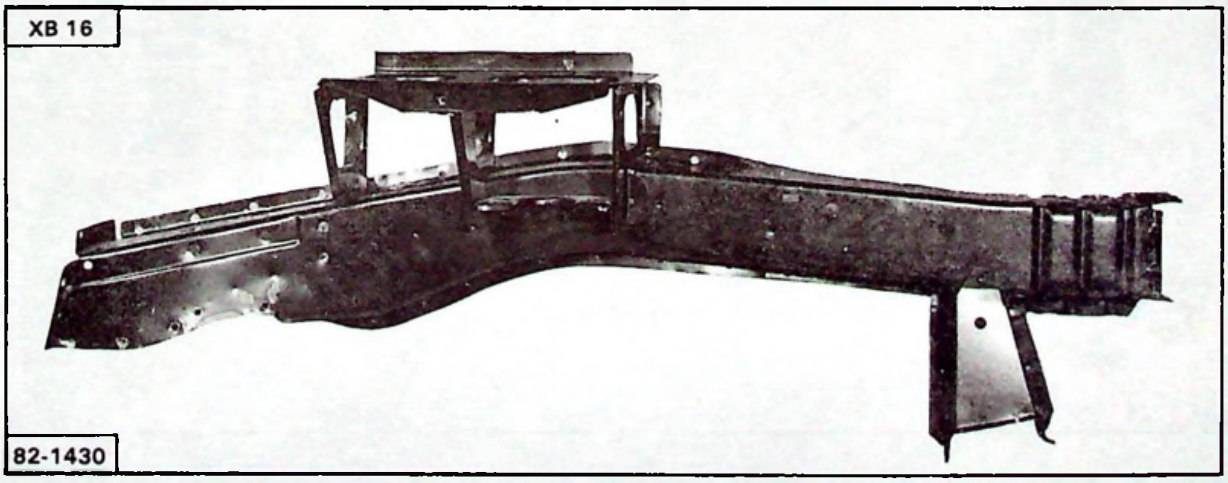
BX 80-5

XB 14

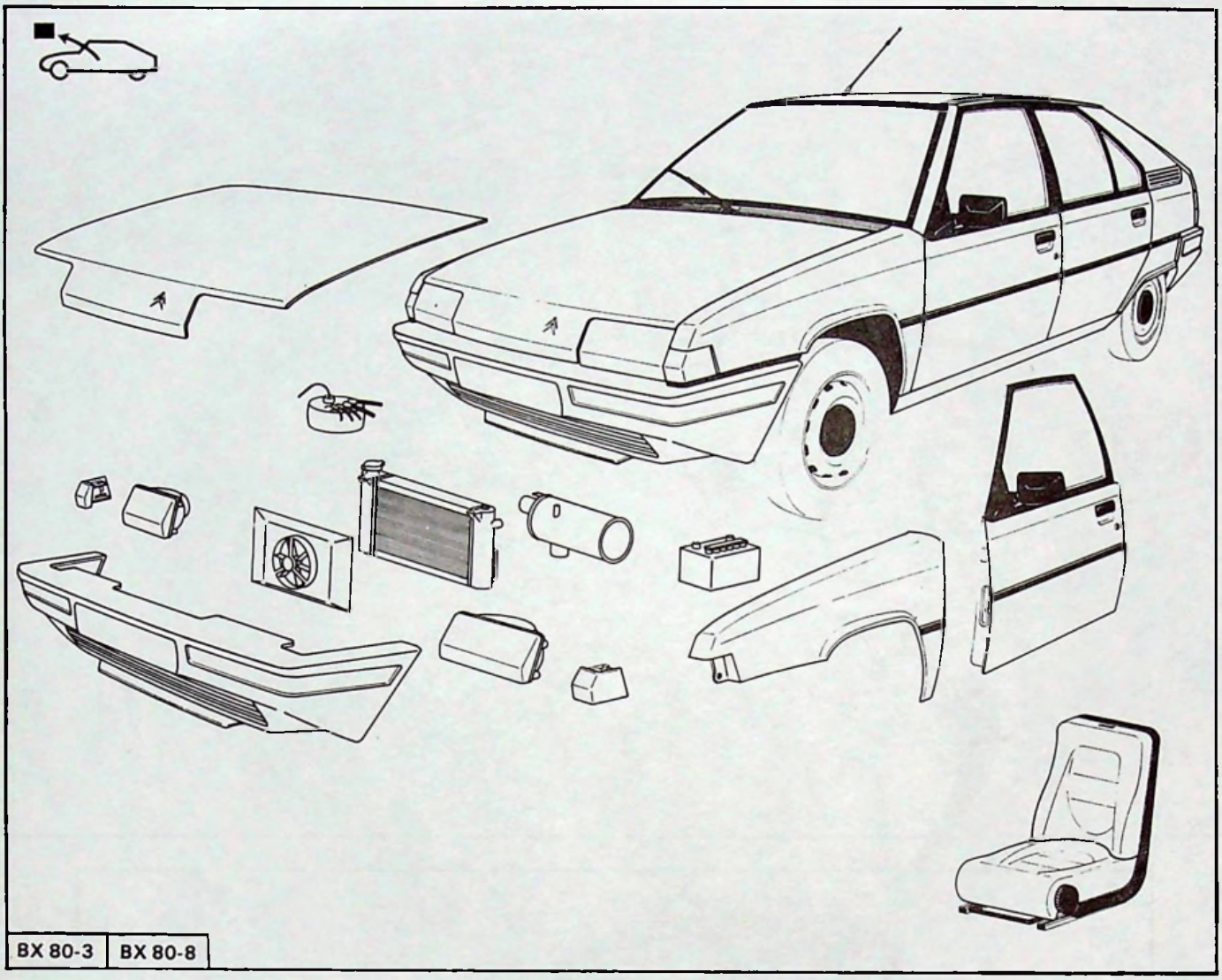


82-1431

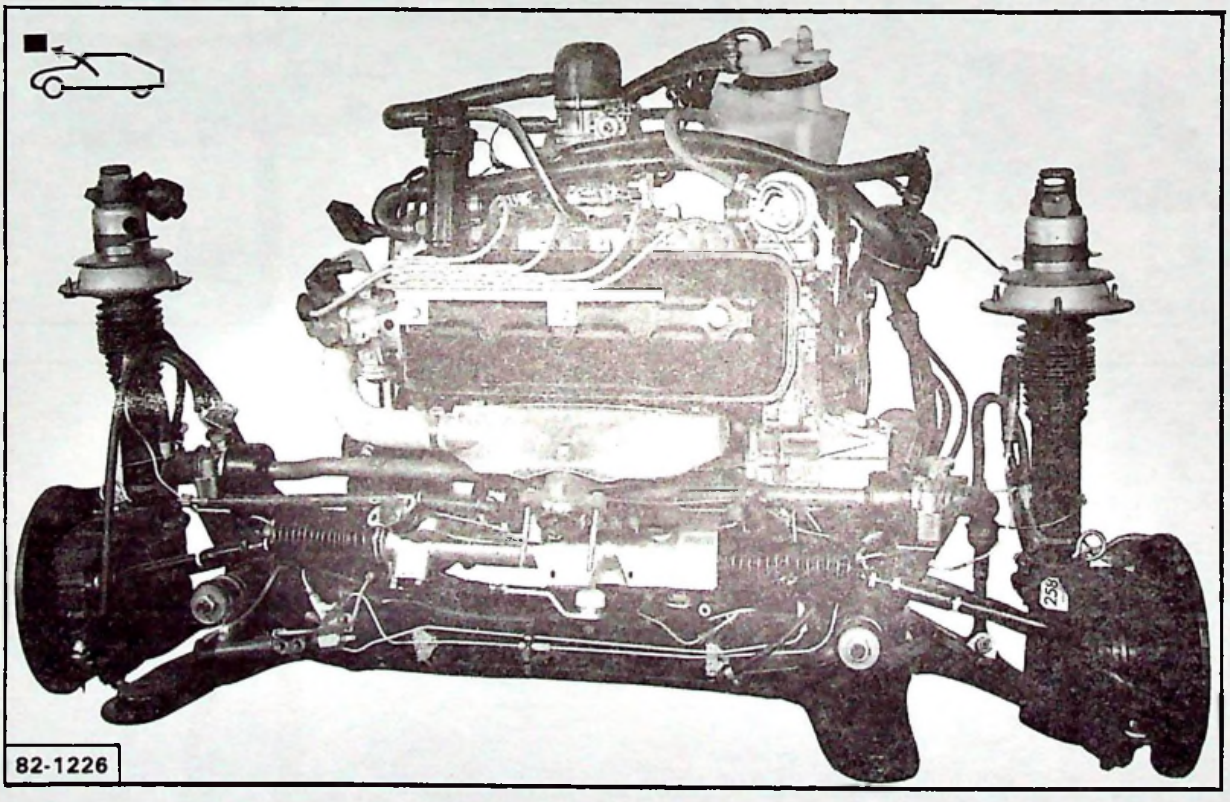
XB 16



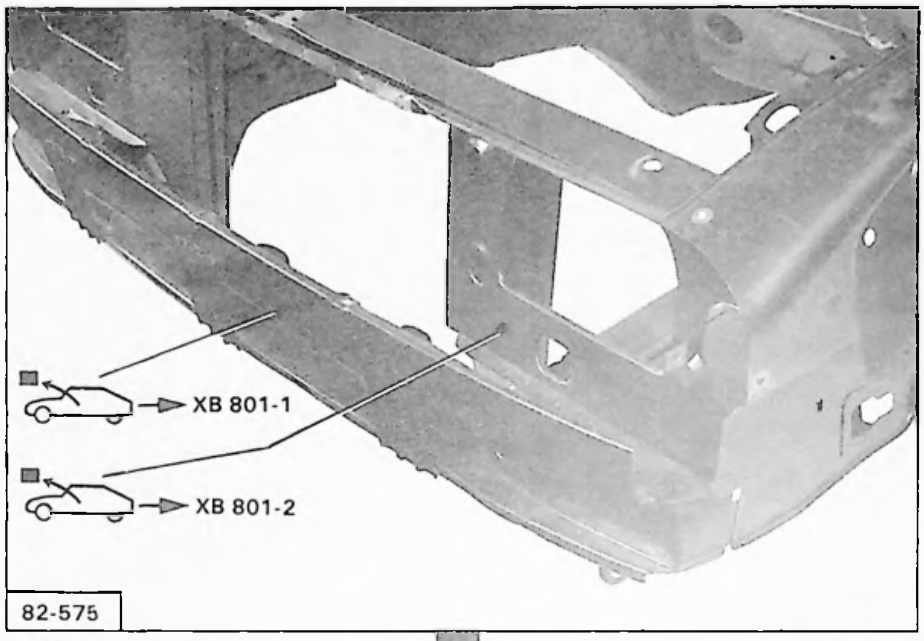
82-1430

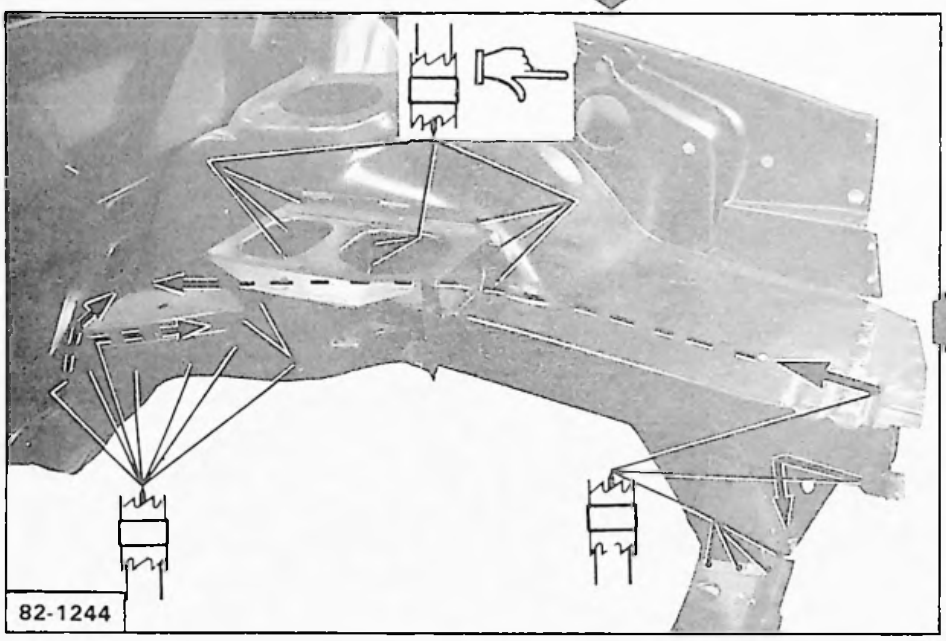


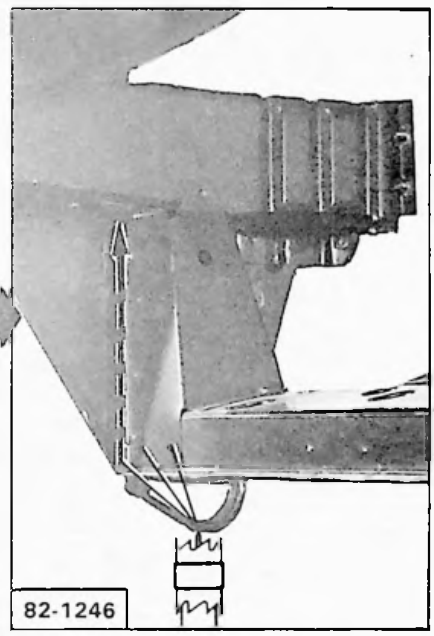
BX 80-3 | BX 80-8

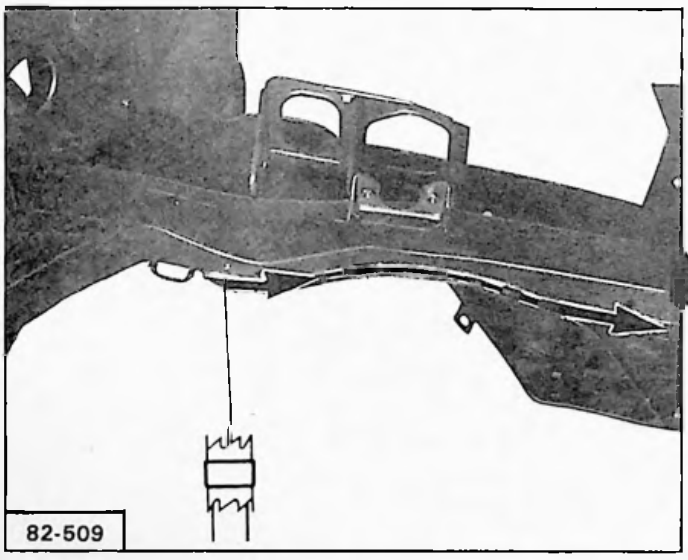


82-1226


XB 801-1
XB 801-2
82-575


82-1244


82-1246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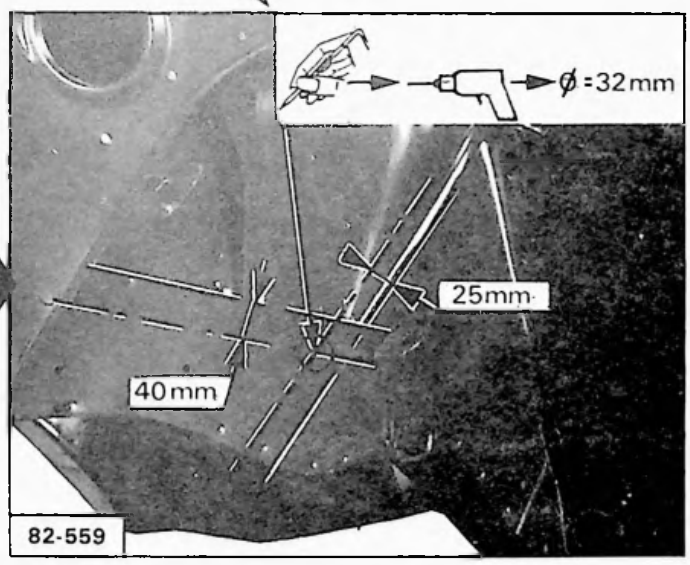
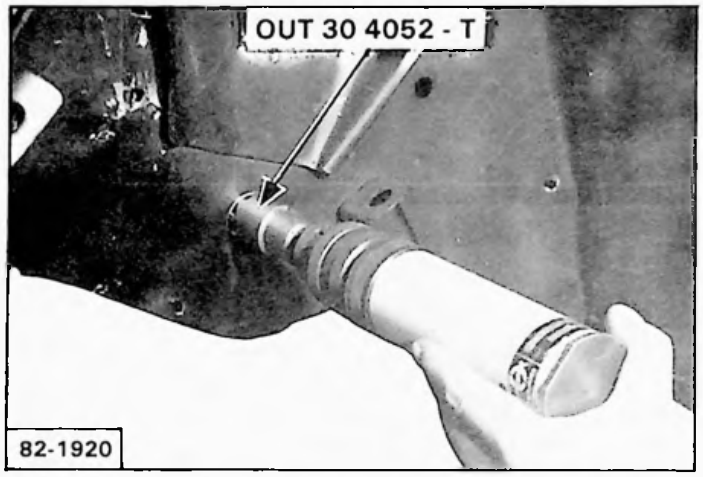
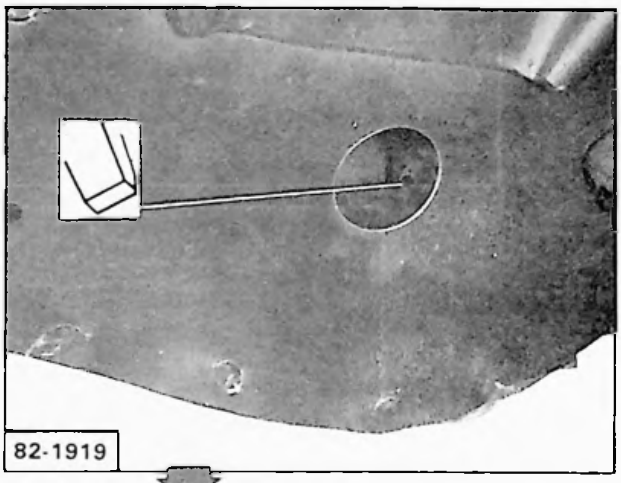
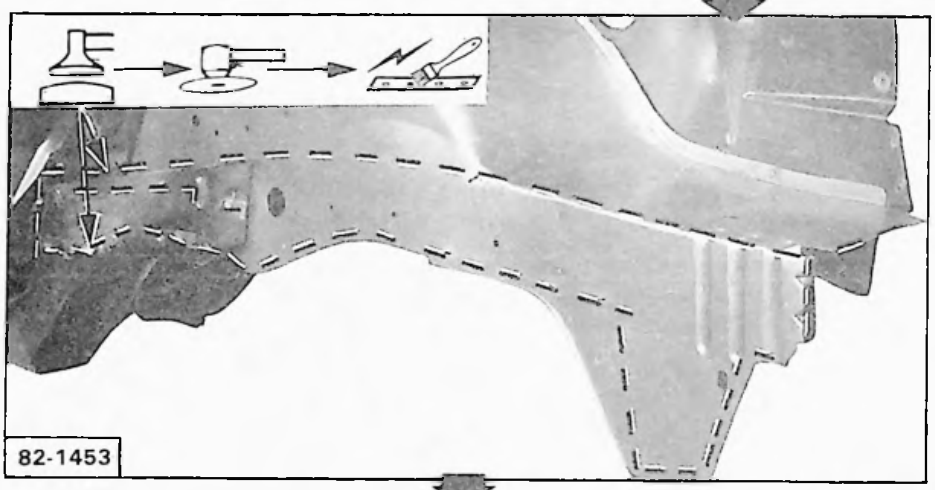
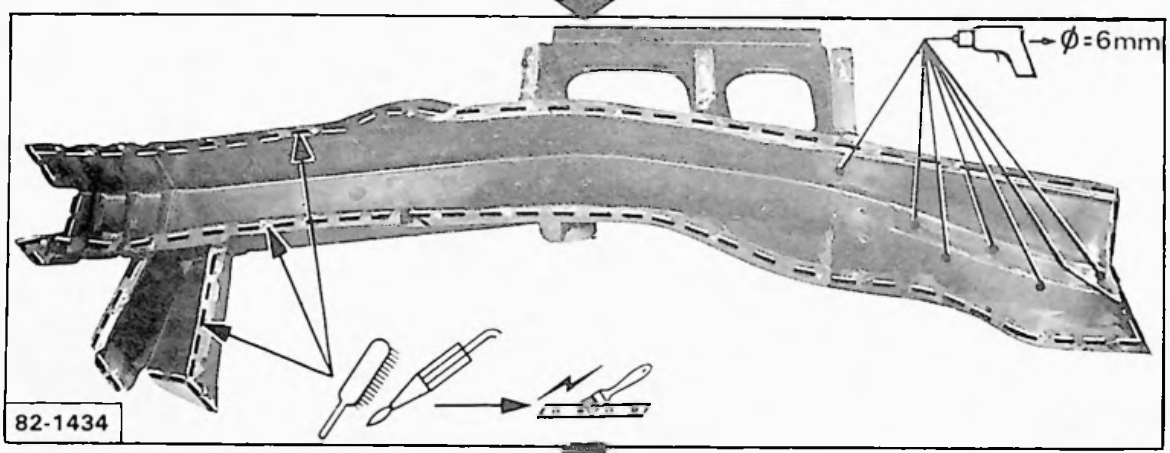
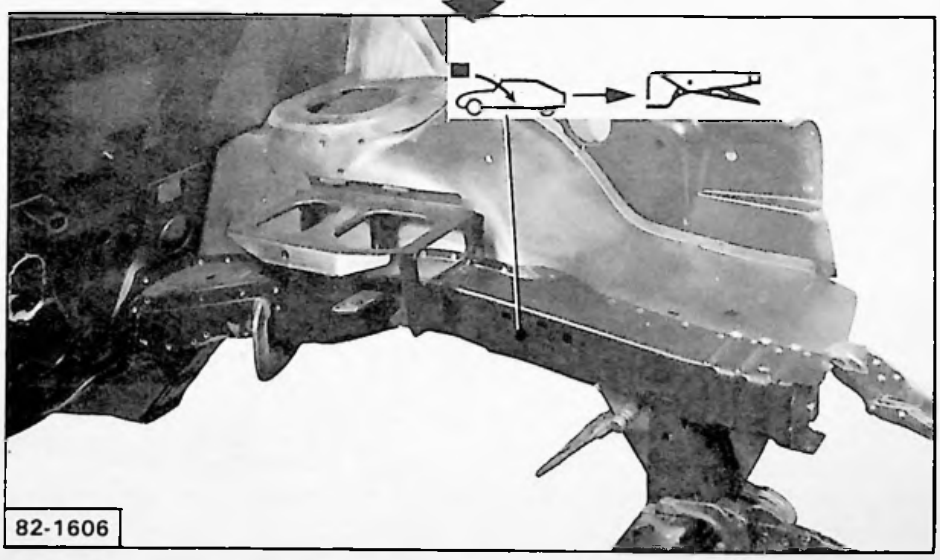

Ø =32mm
25mm
40mm
82-559

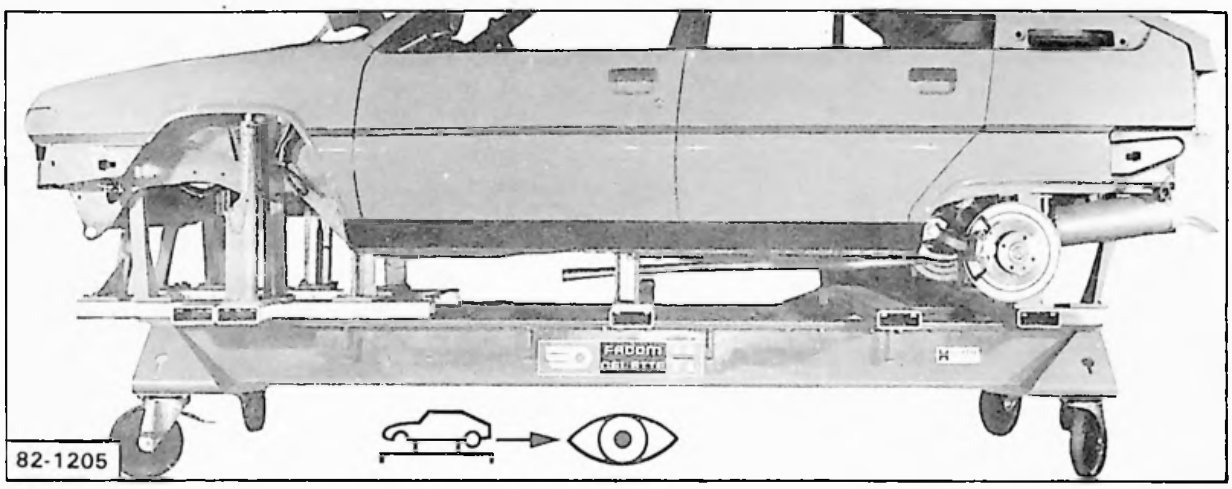

OUT 30 4052 - T
82-1920

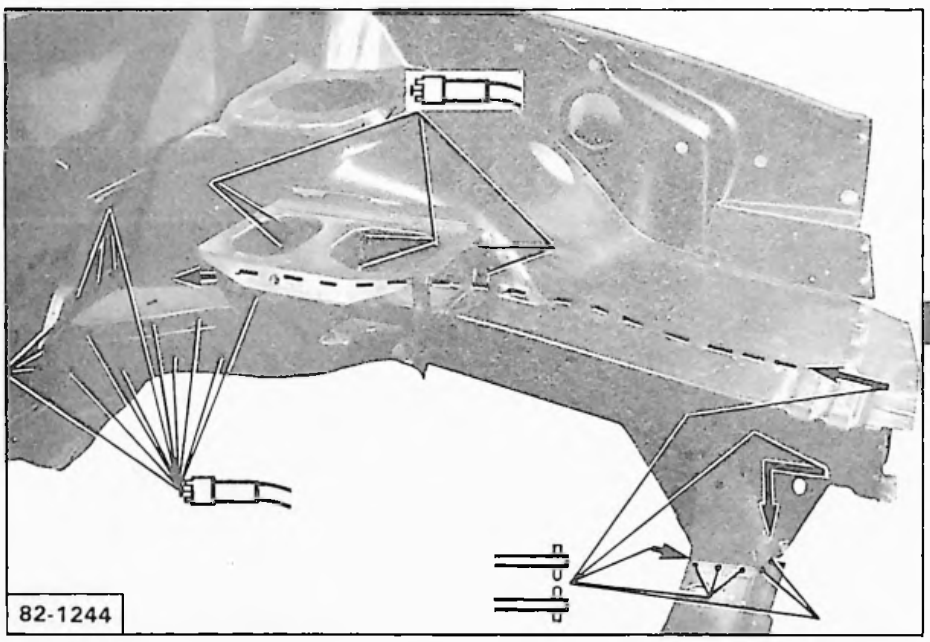

82-1919

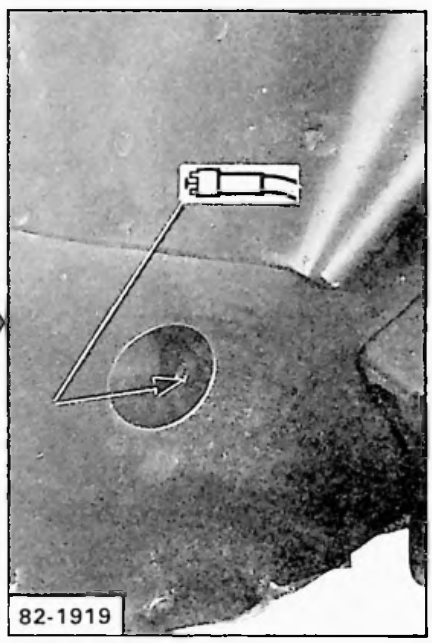

82-1453

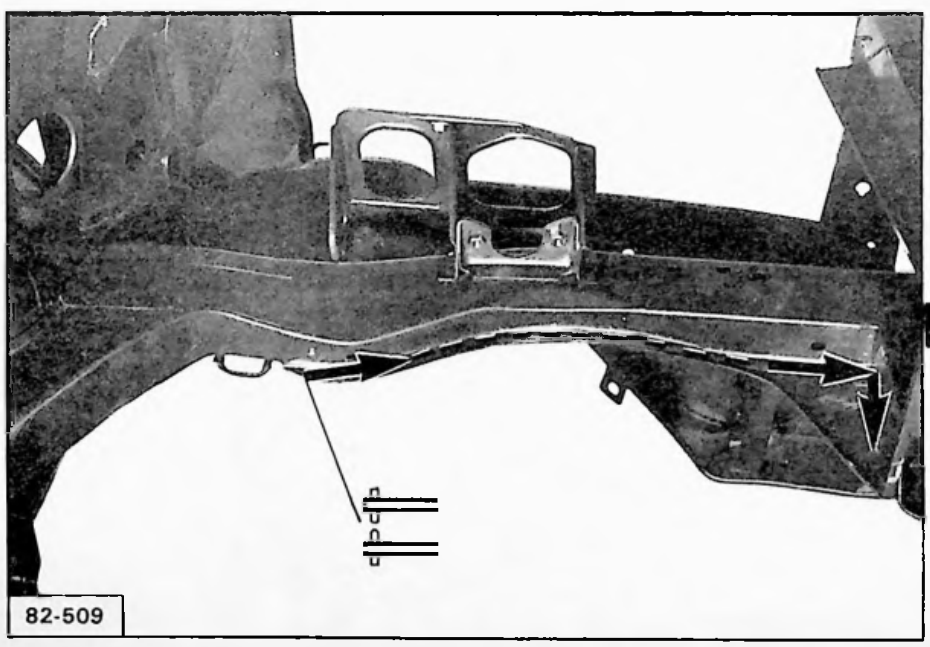

Ø=6mm
82-1434

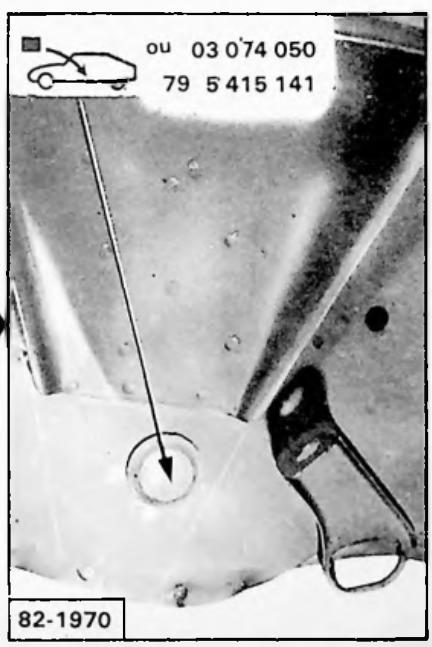

82-1606

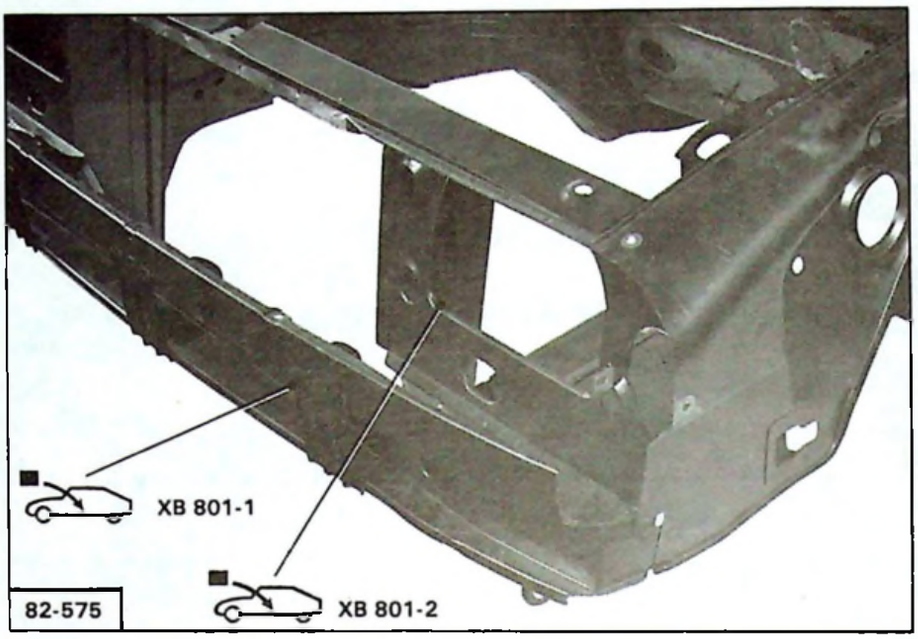

82-1205

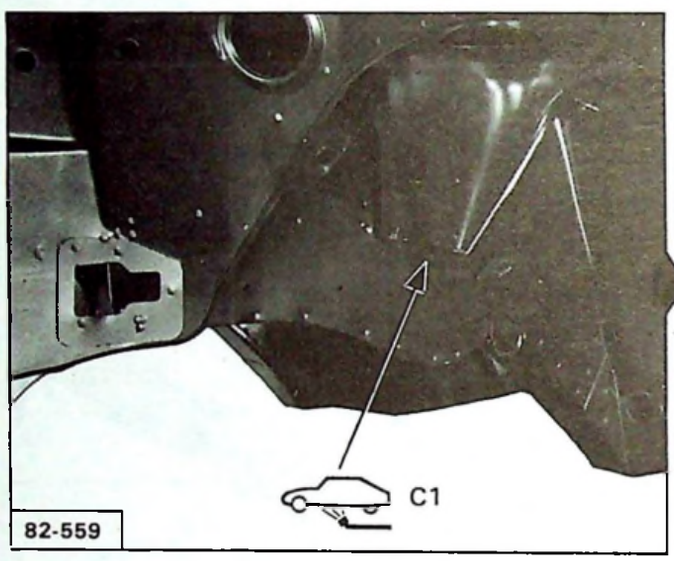

82-1244

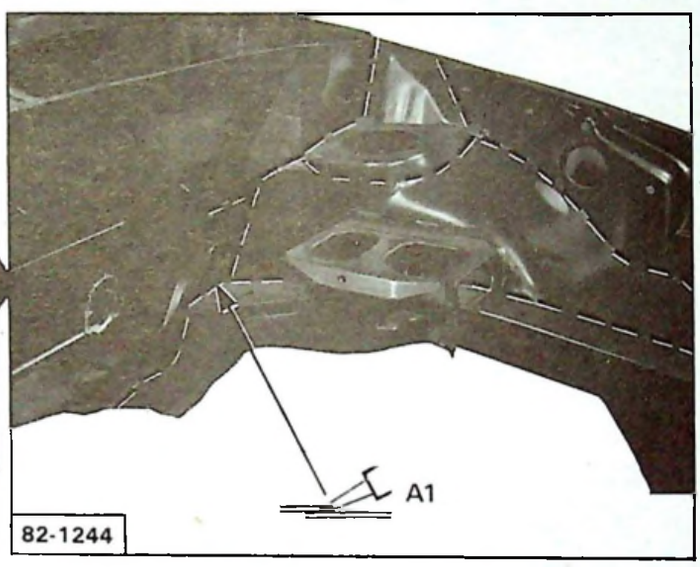

82-1919

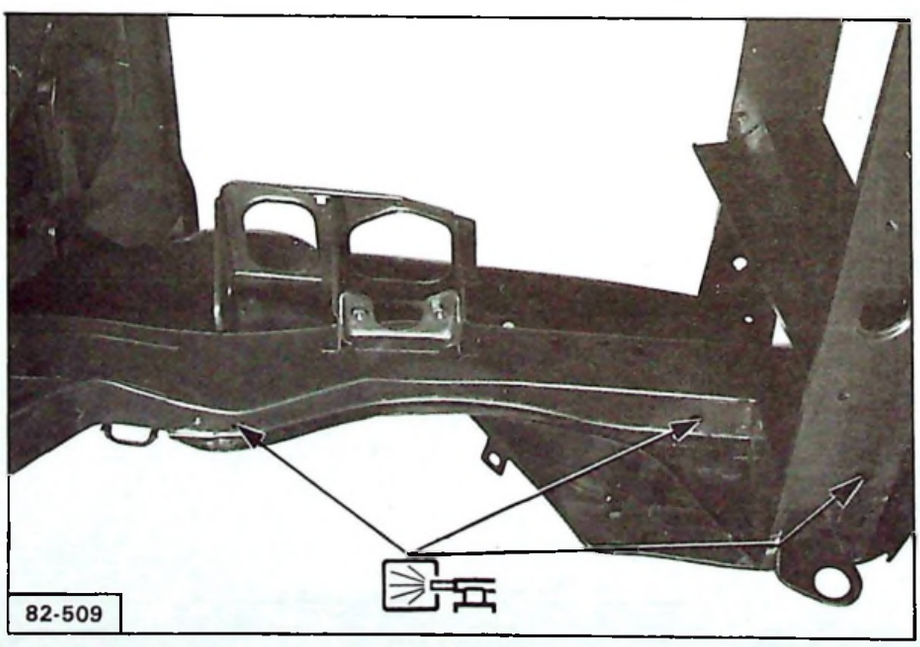

82-509

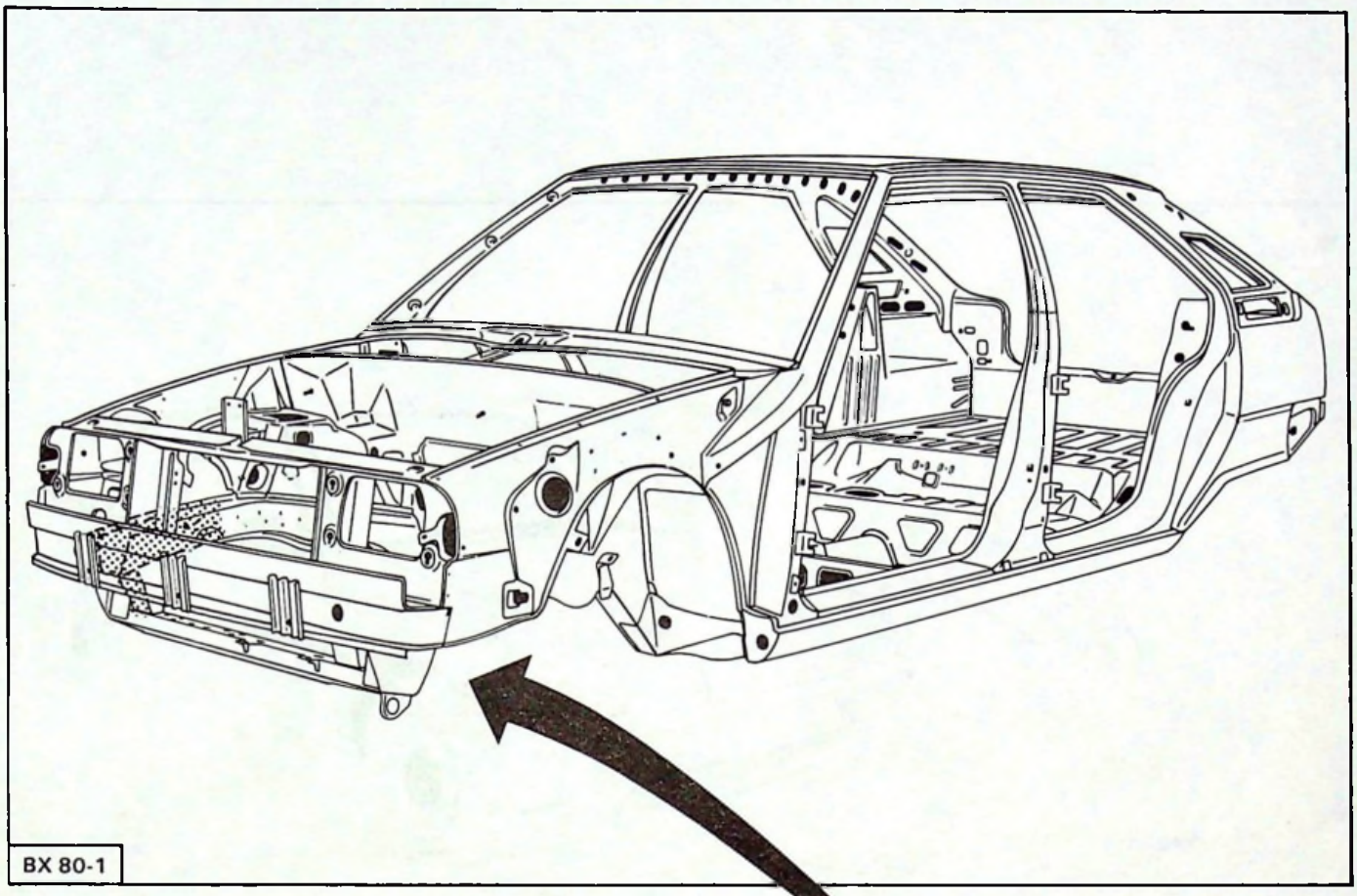

ou 03 0'74 050
79 5 415 141
82-1970


XB 801-1
XB 801-2
82-575


C1
82-559

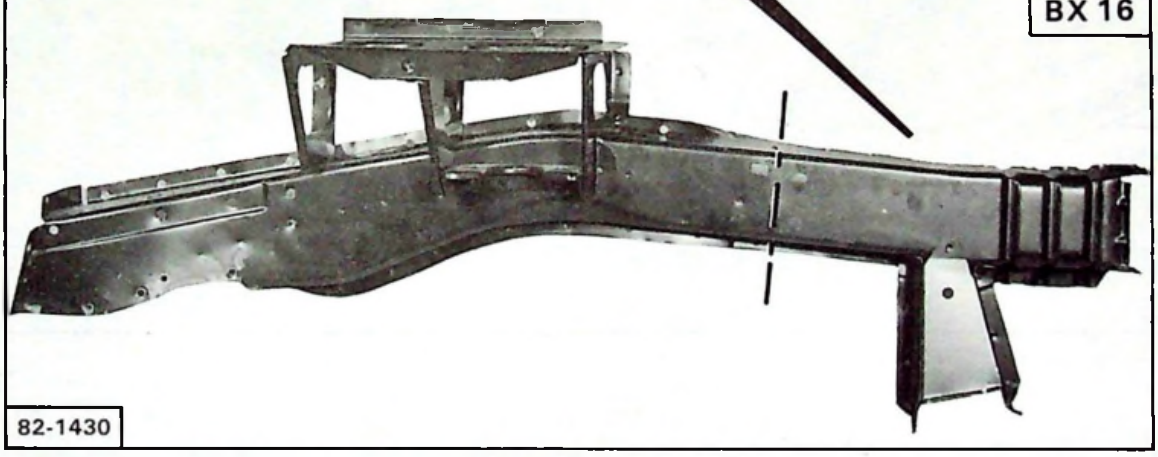

A1
82-1244


82-509



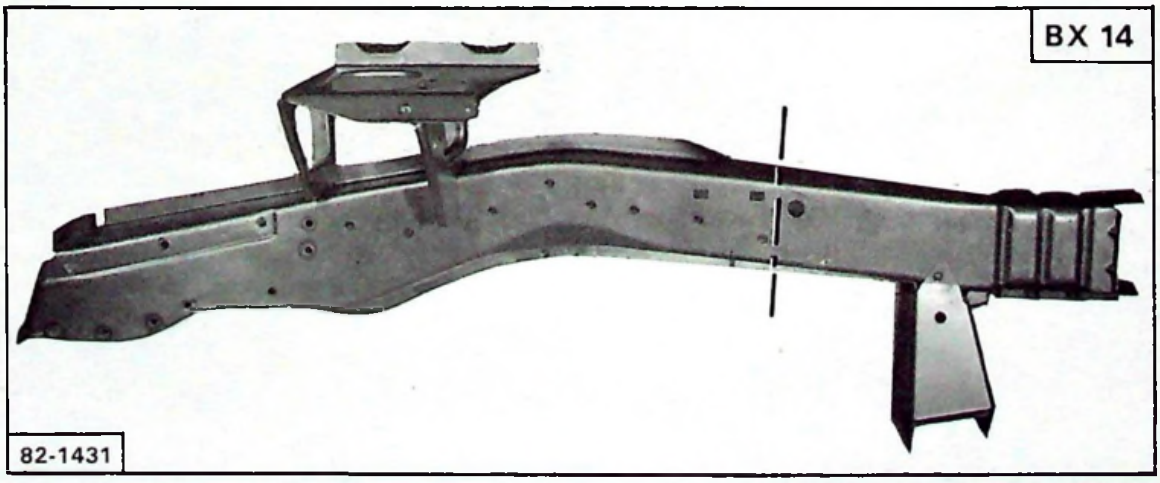
BX 80-1

BX 16

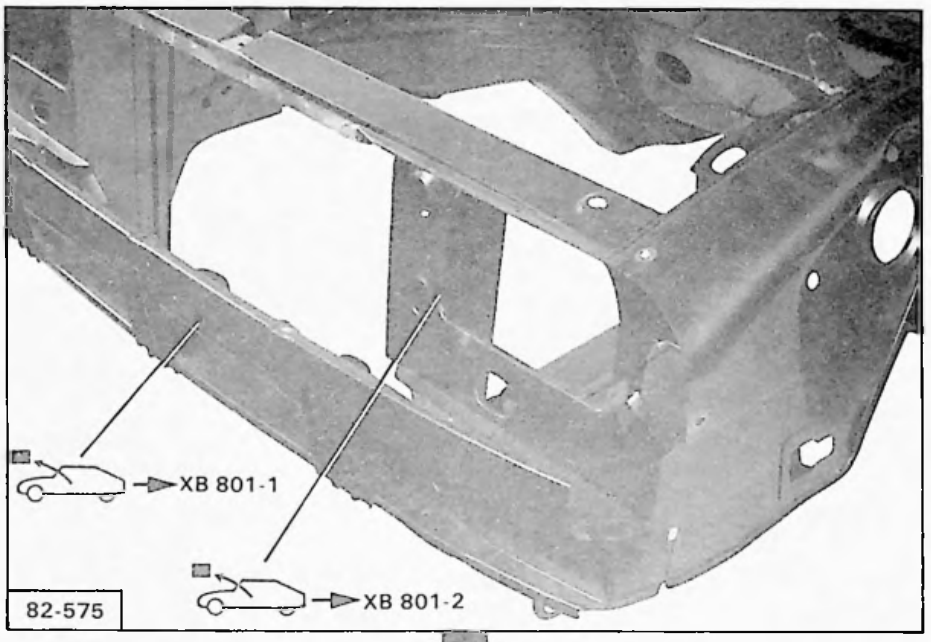


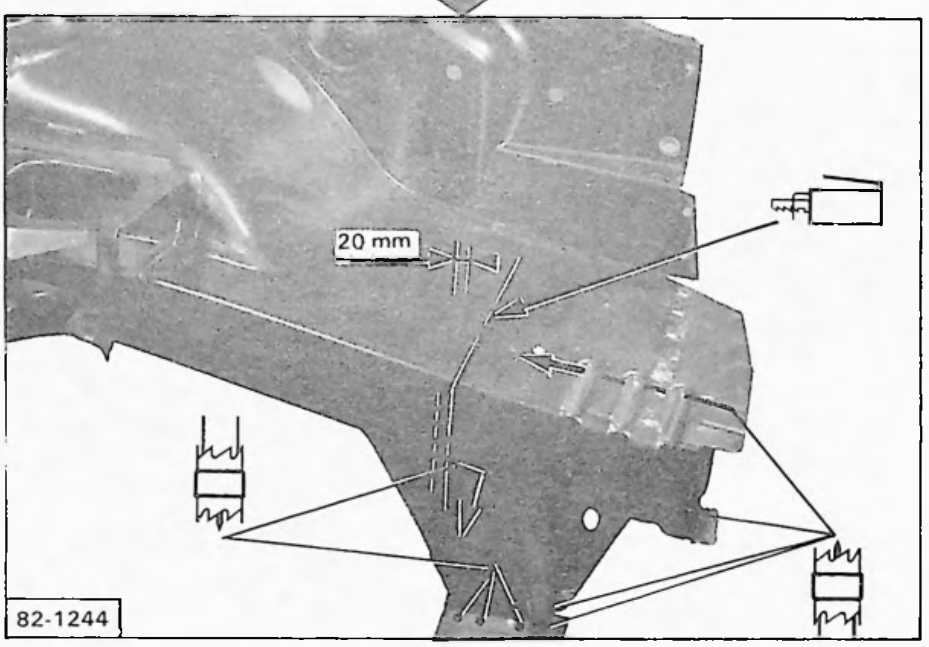
82-1430

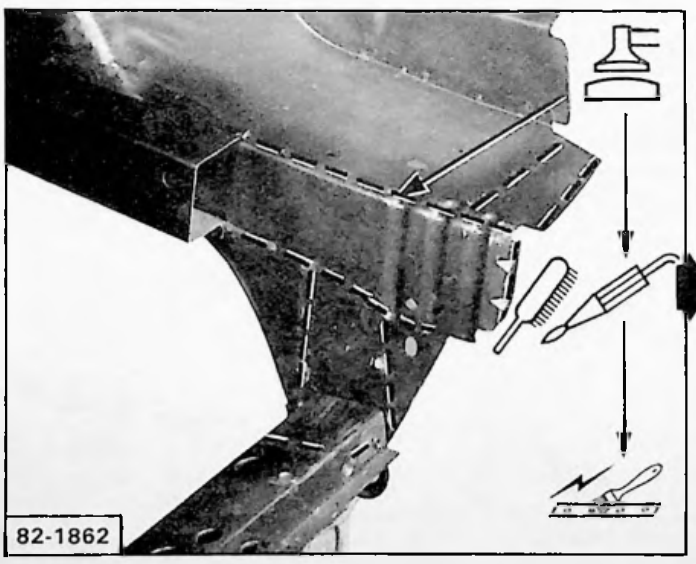
BX 14

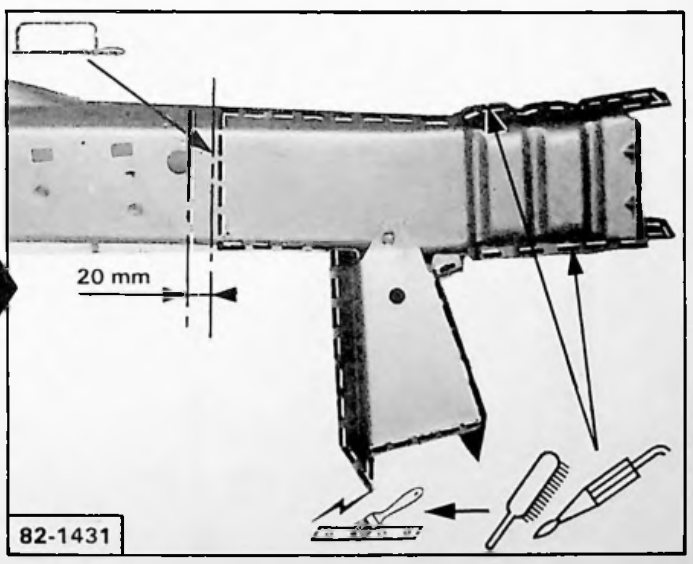


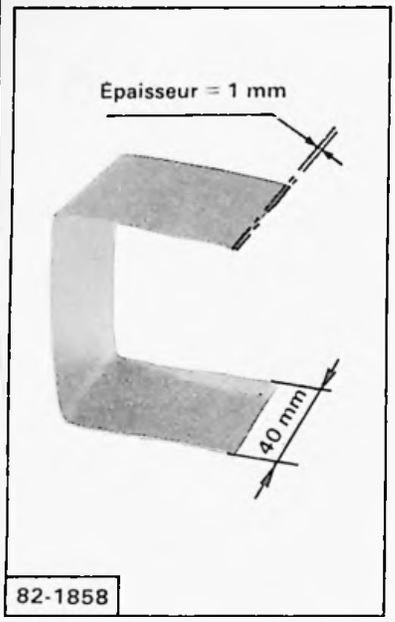
82-1431

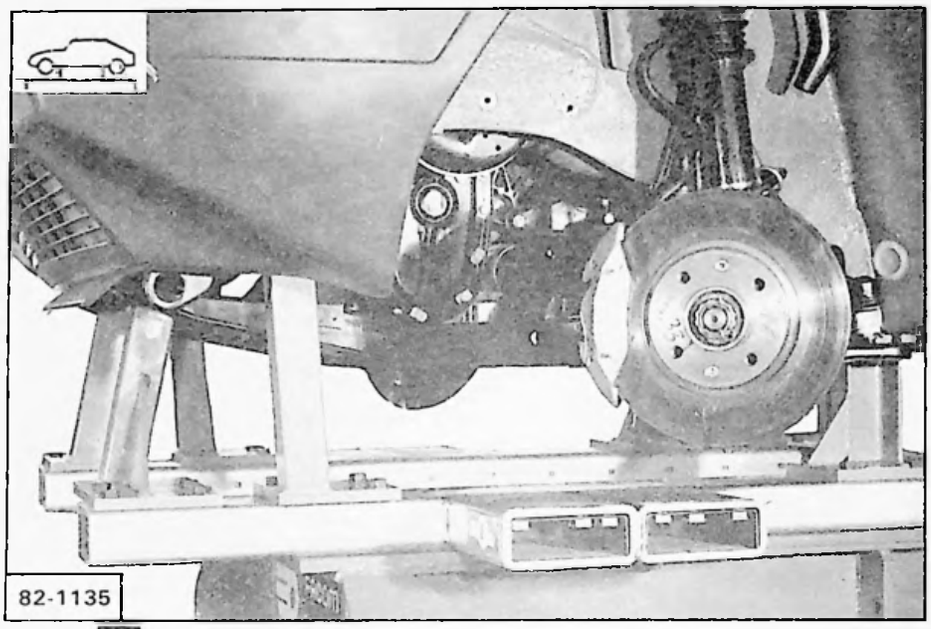

XB 801-1
XB 801-2
82-575

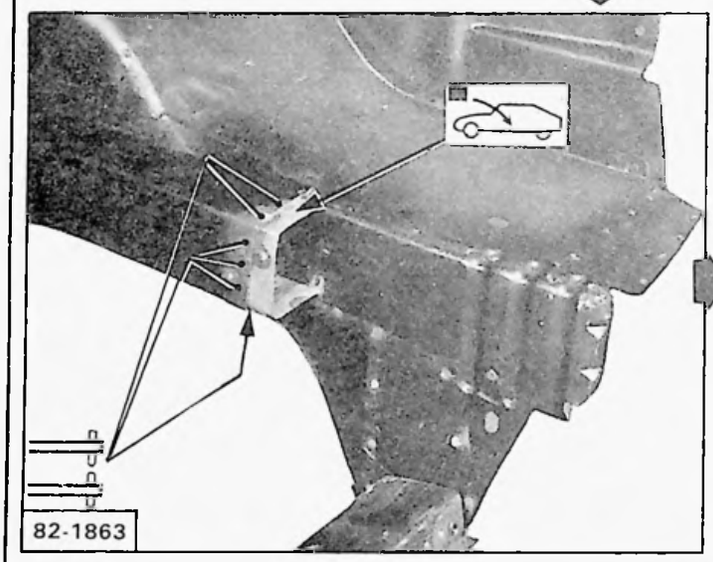

20 mm
82-1244

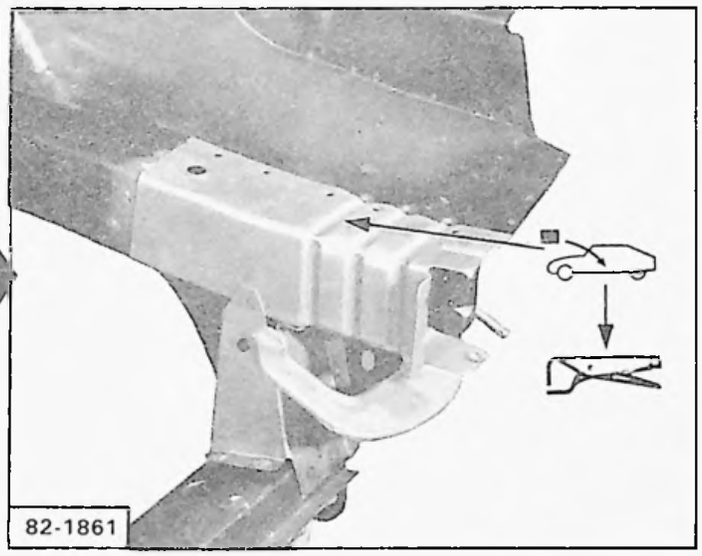

82-1862

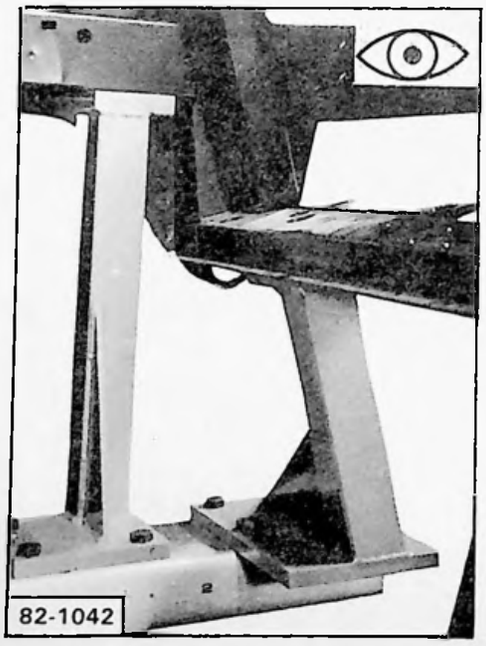

20 mm
82-1431

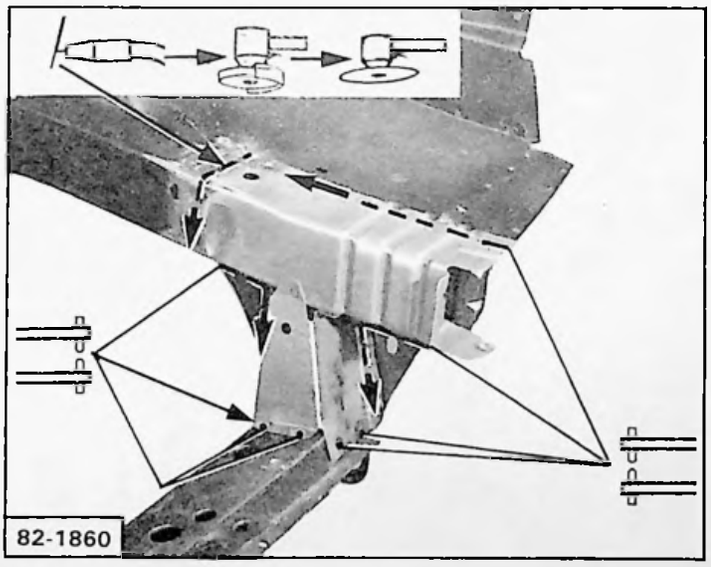

Épaisseur = 1 mm
40 mm
82-1858

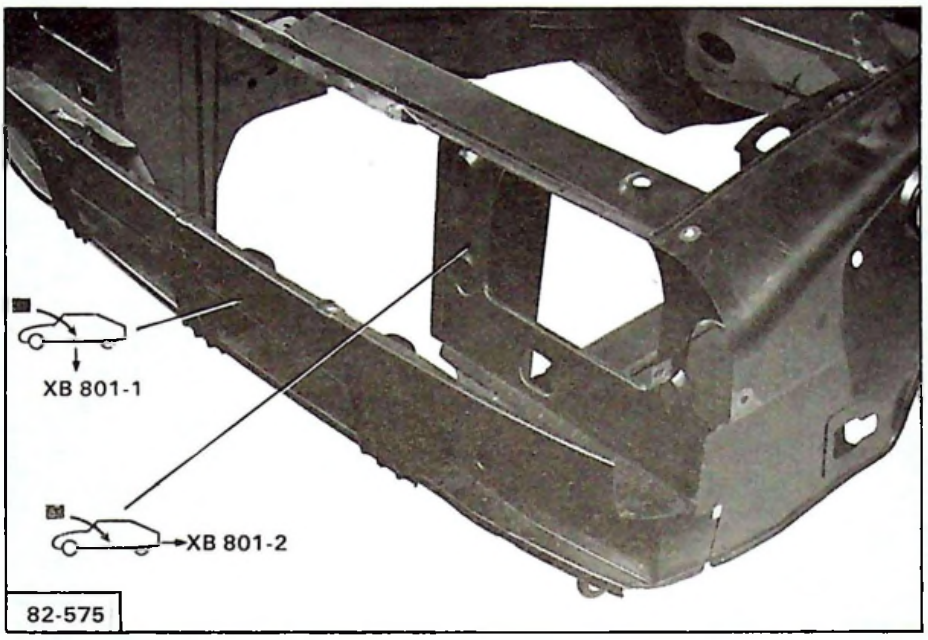

82-1135

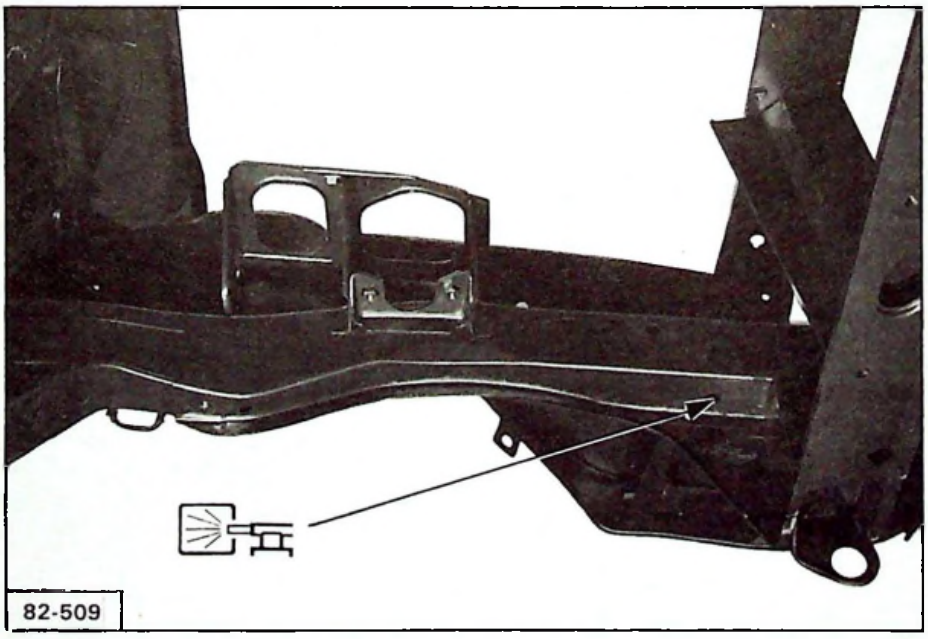

82-1863

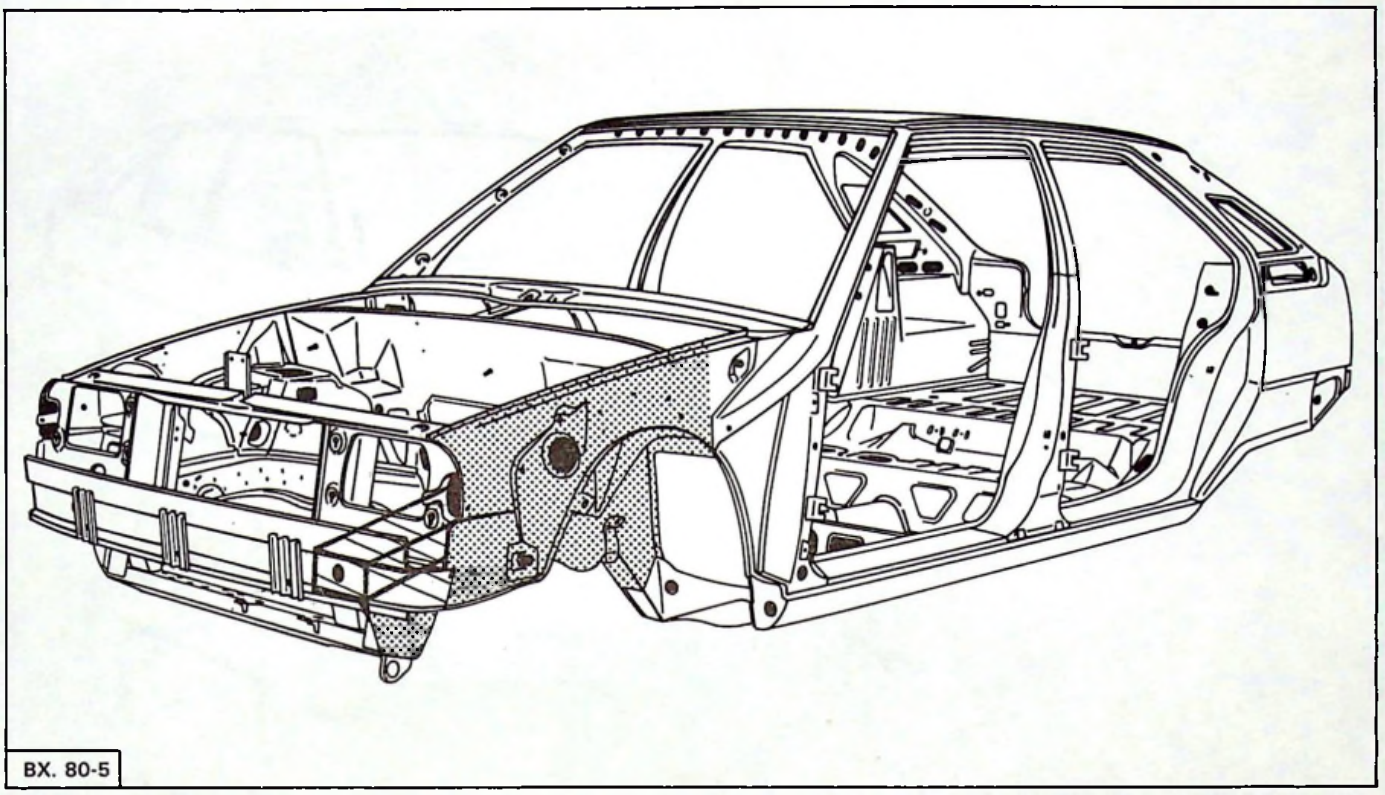

82-1861


82-1042

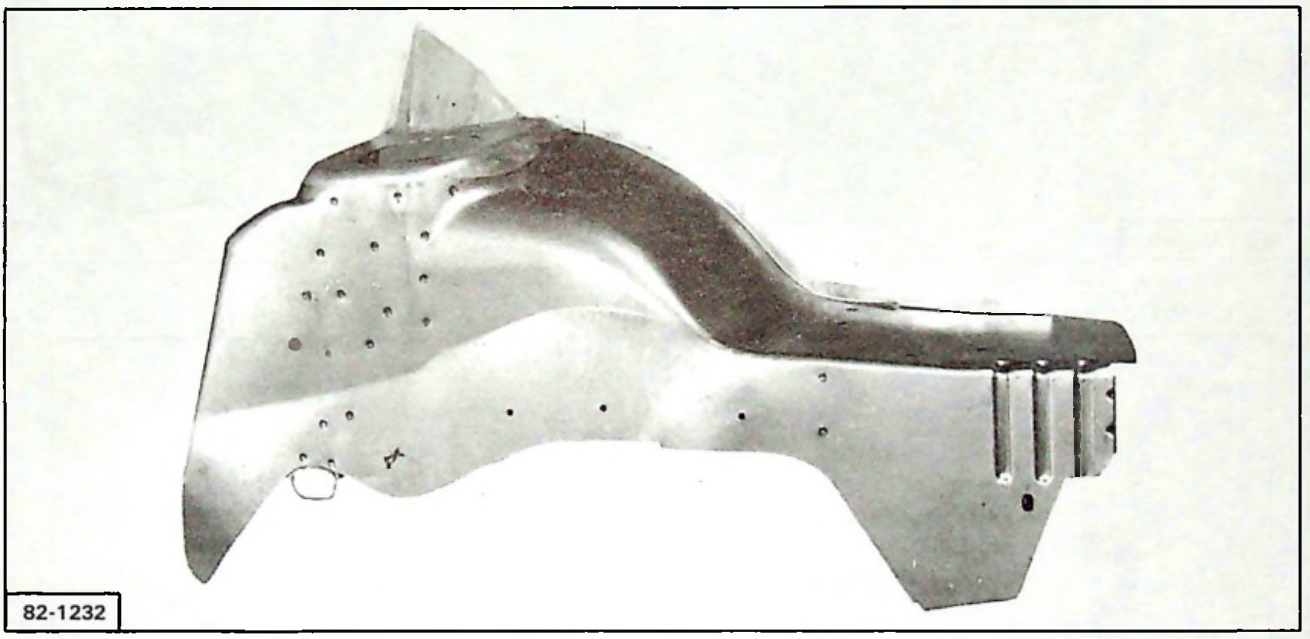

82-1860


XB 801-1
XB 801-2
82-575

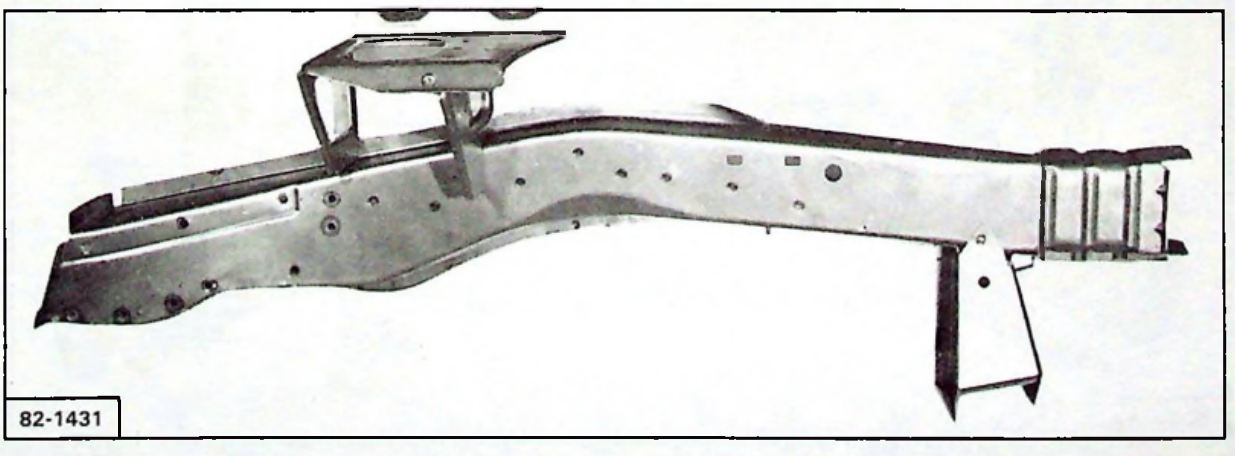

82-509



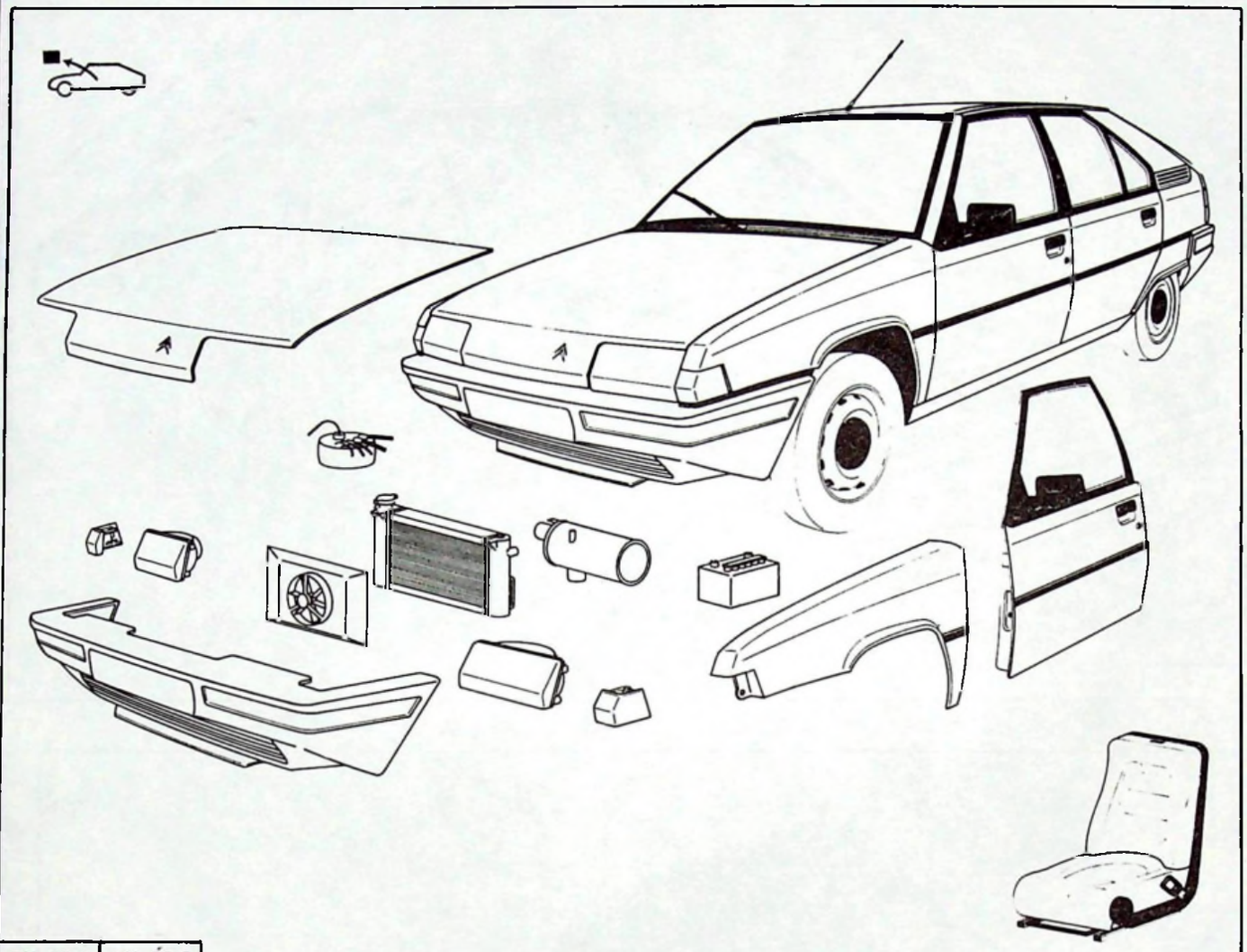
BX. 80-5



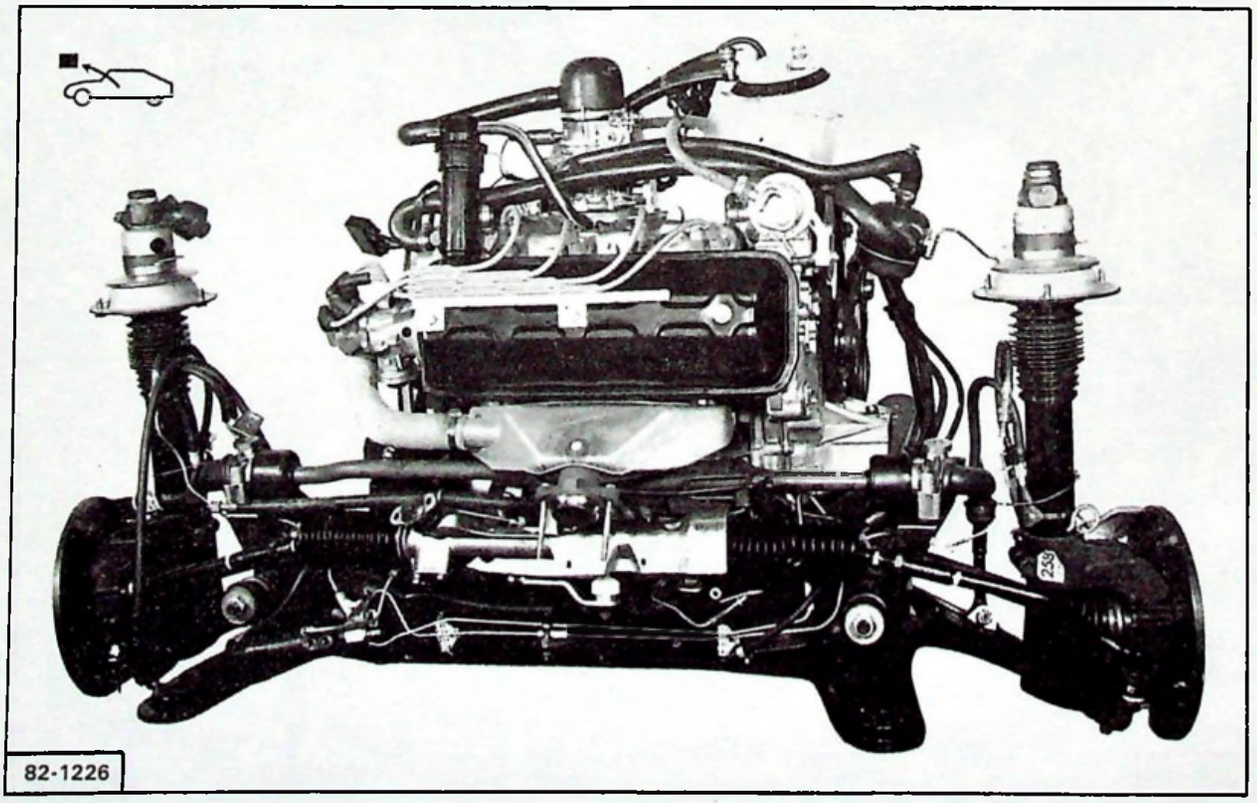
82-1232



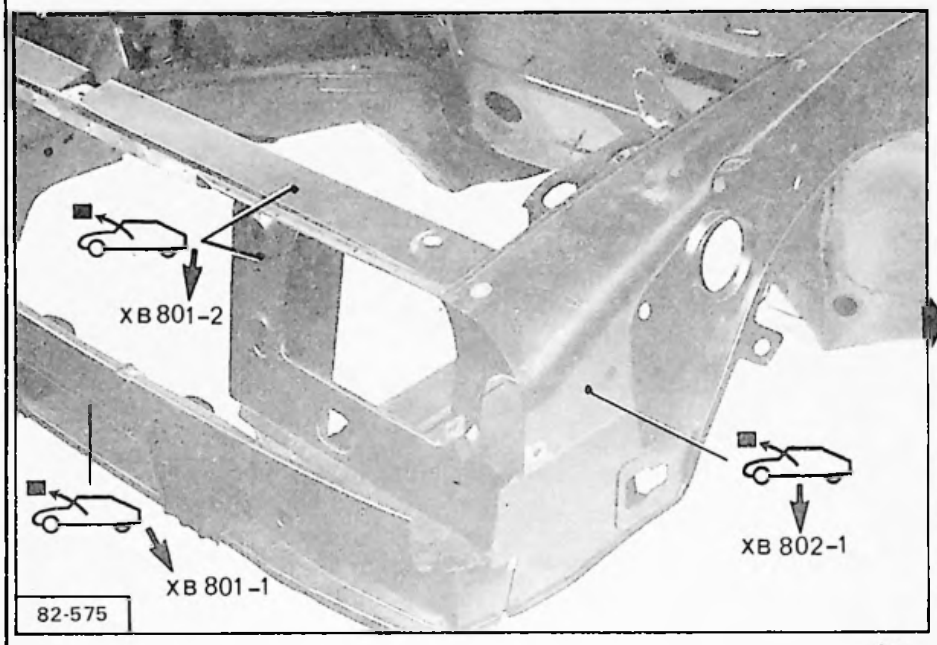
82-1431

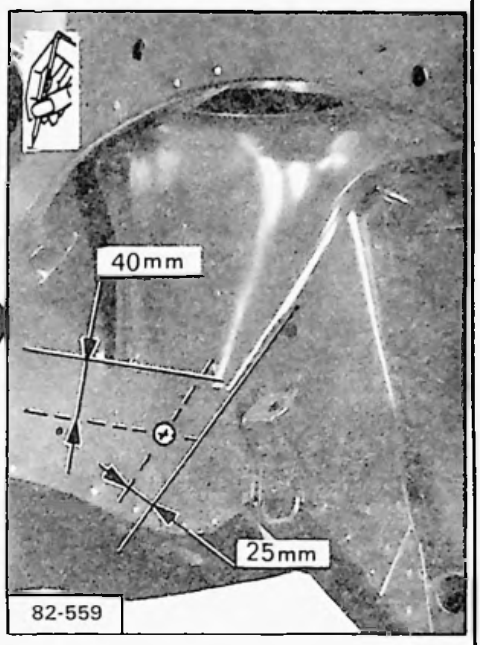


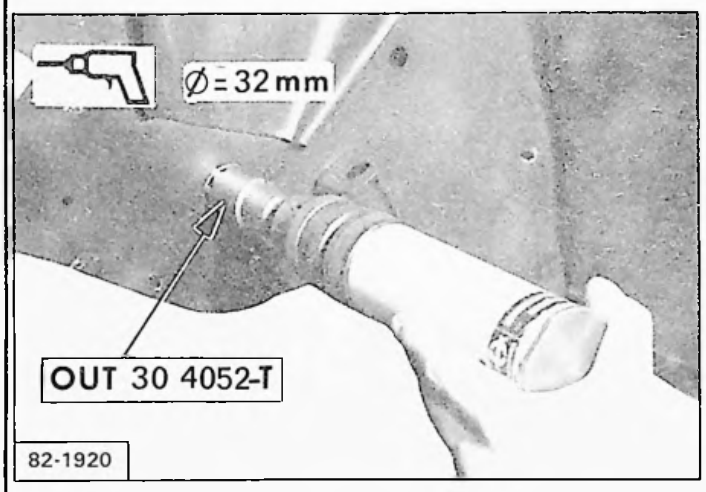
BX. 80-3 | BX. 80-8

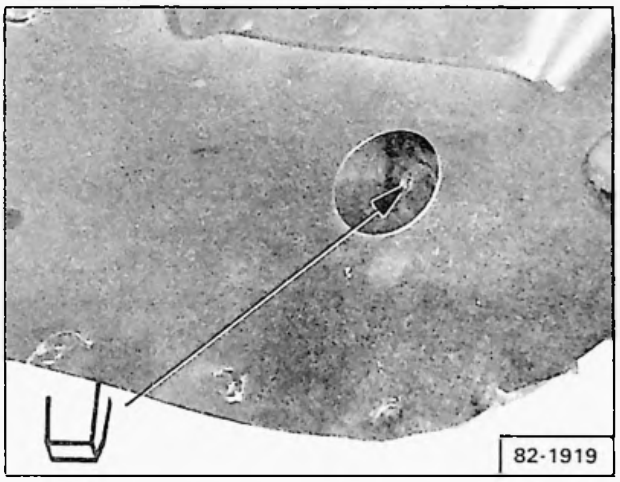


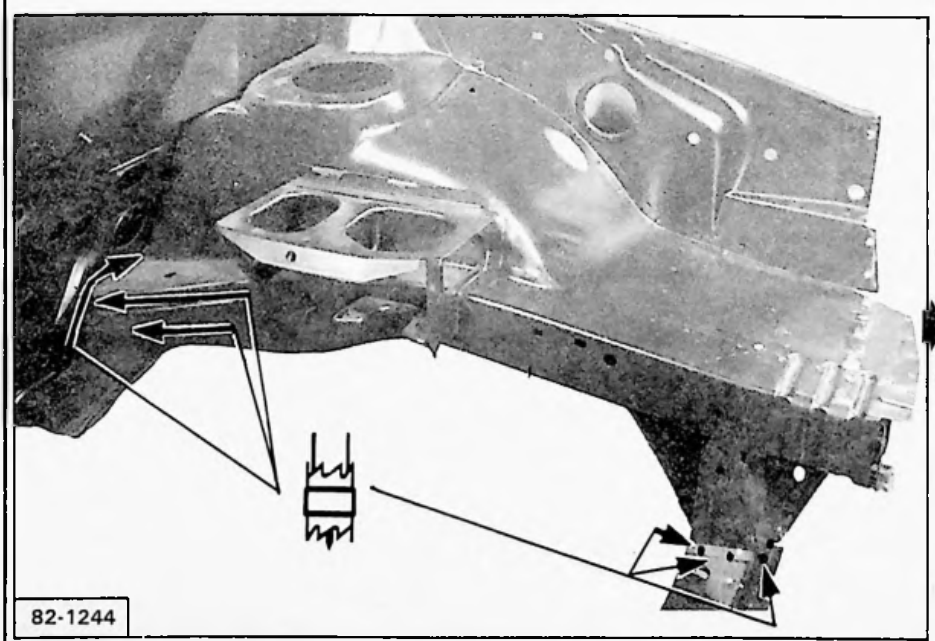
82-1226


XB 801-2
XB 801-1
XB 802-1
82-575

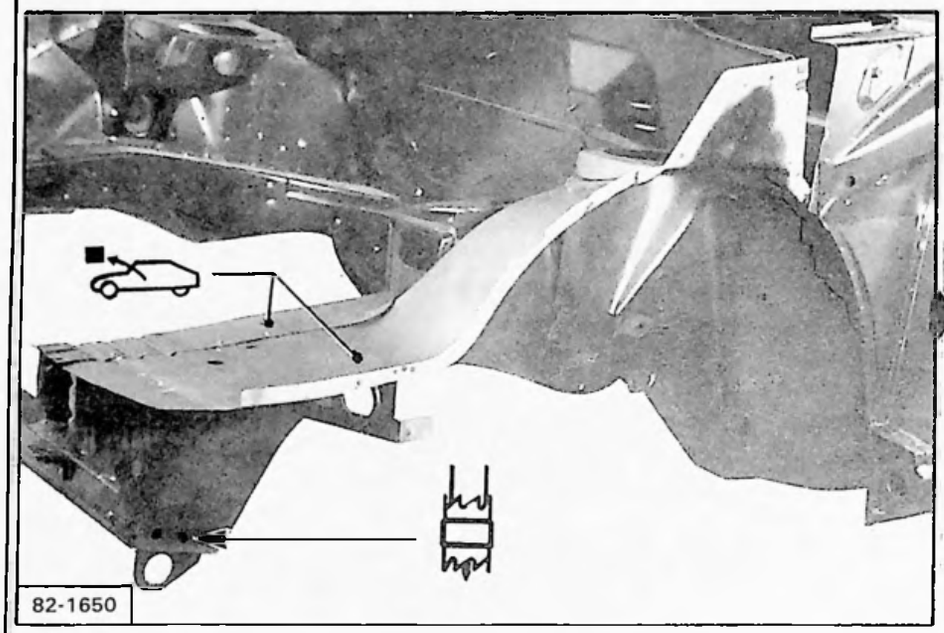

40mm
25mm
82-559

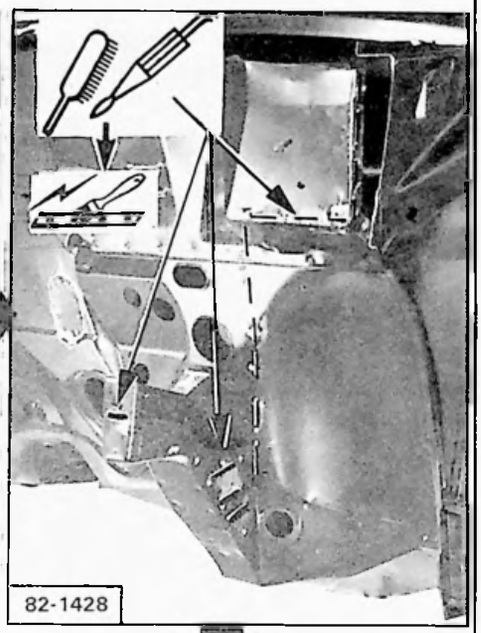

Ø = 32 mm
OUT 30 4052-T
82-1920

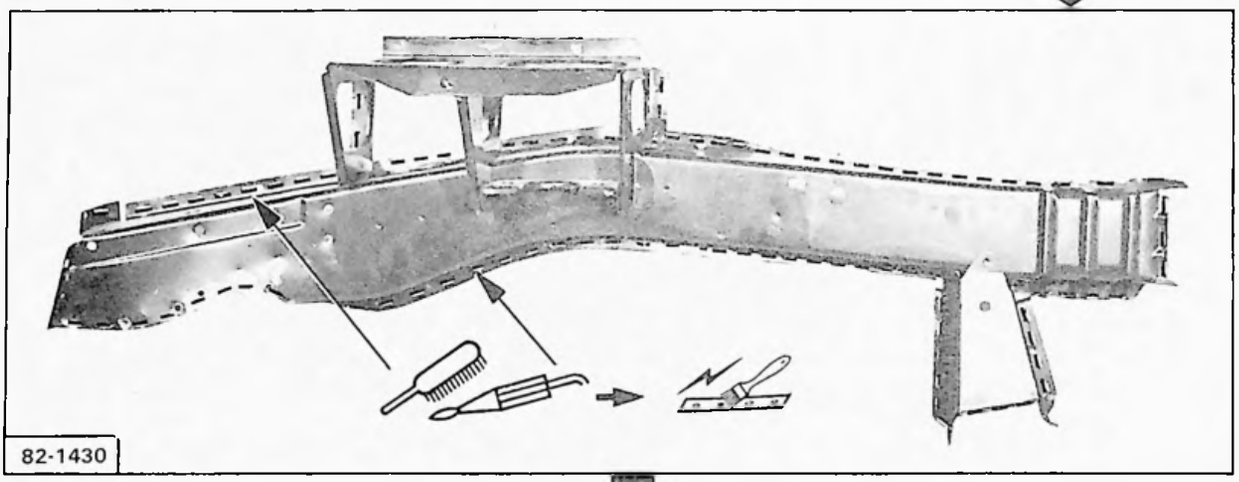

82-1919

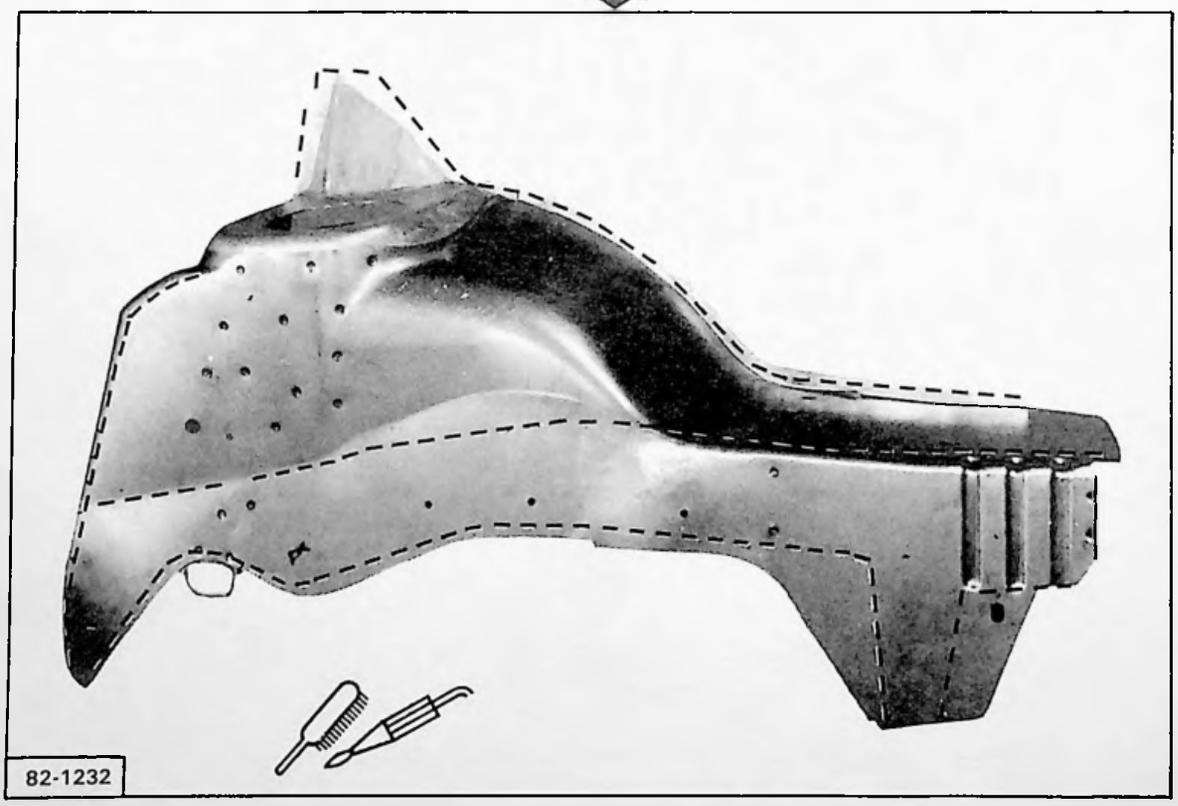

82-1244

82-1650


82-1650


82-1428


82-1430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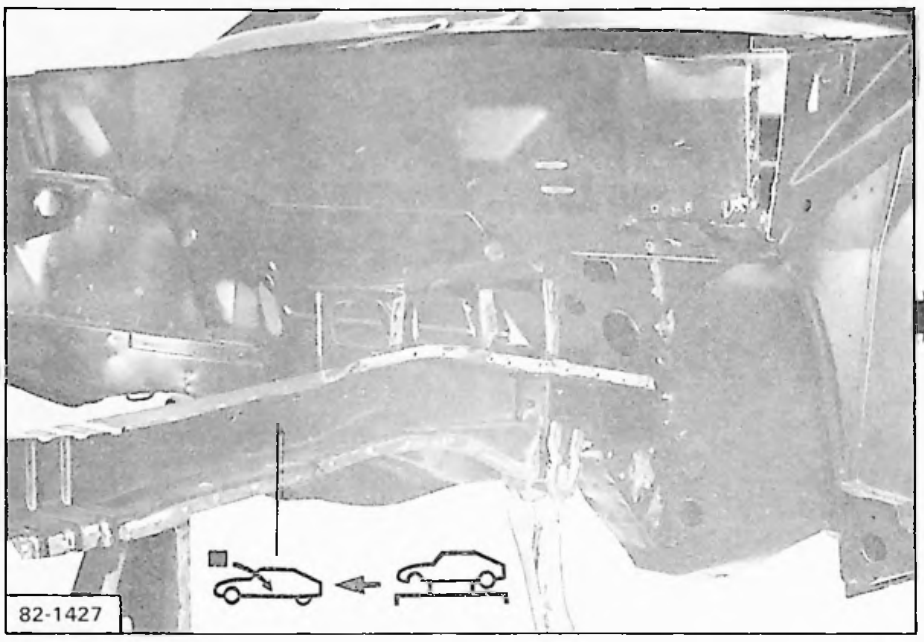
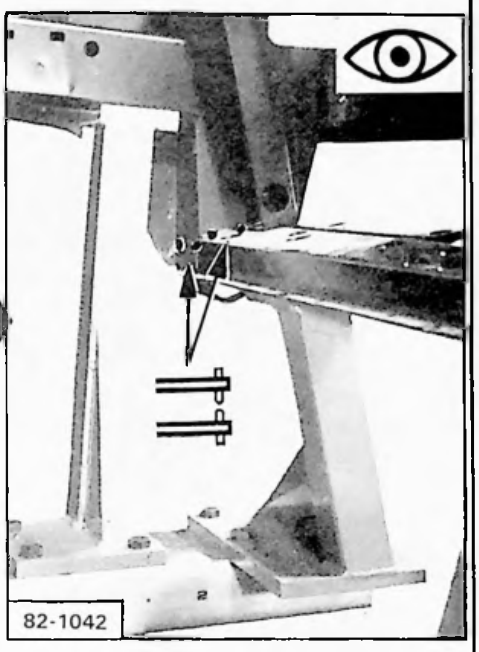
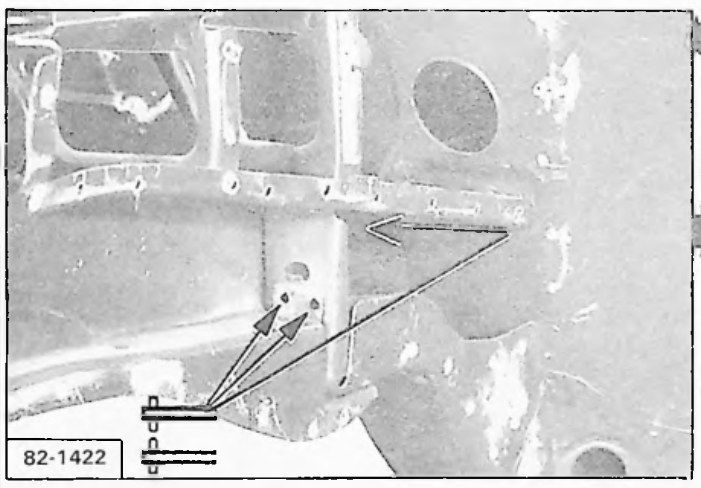
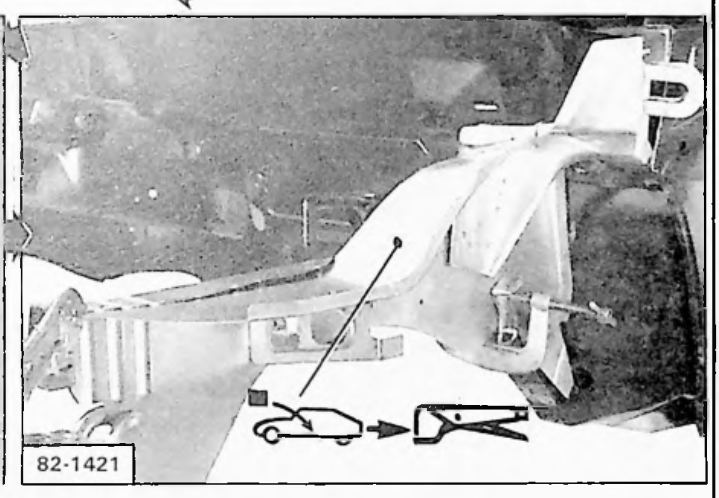
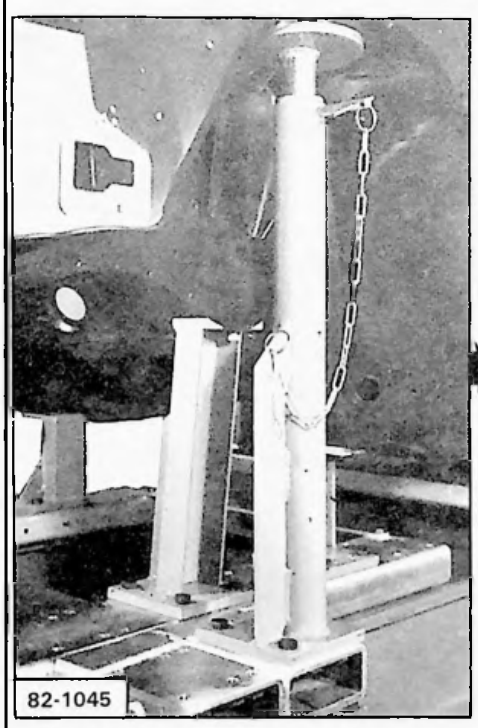

82-1427


82-1042


82-1422


82-1421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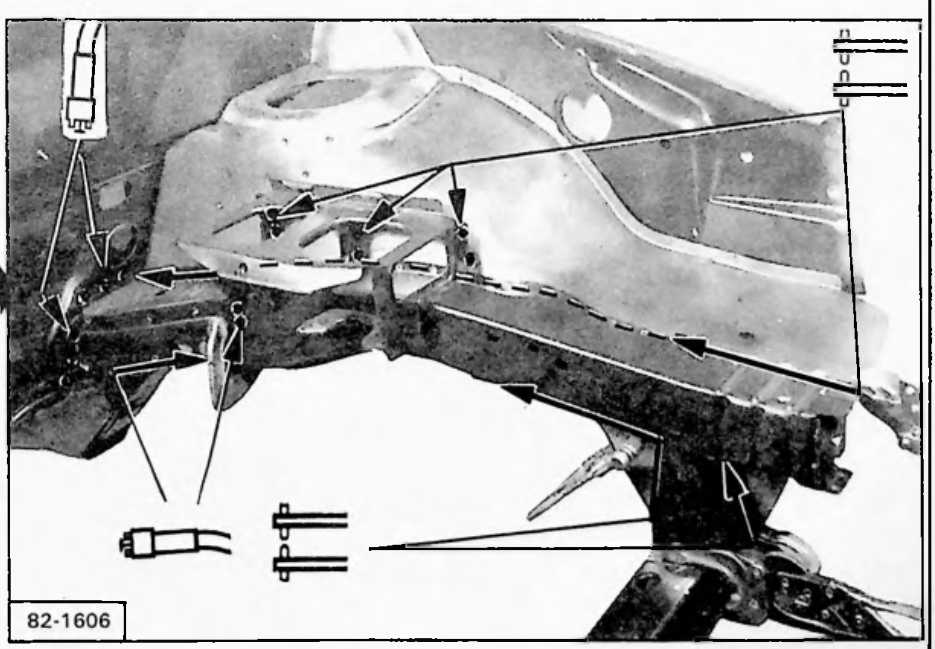
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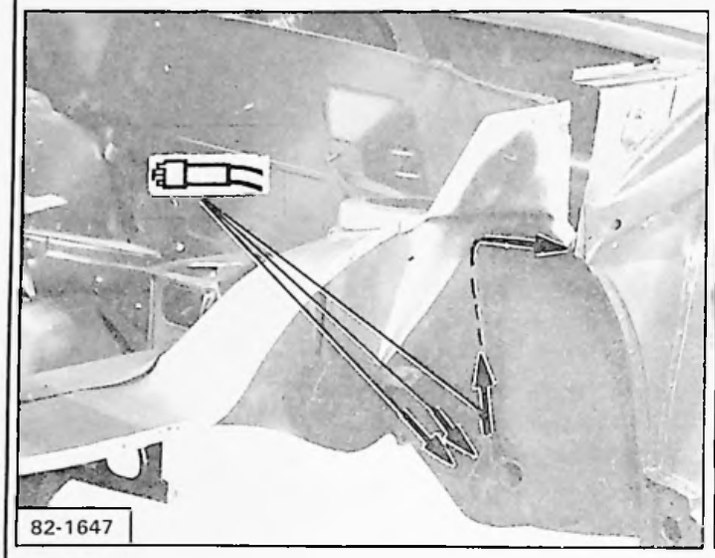
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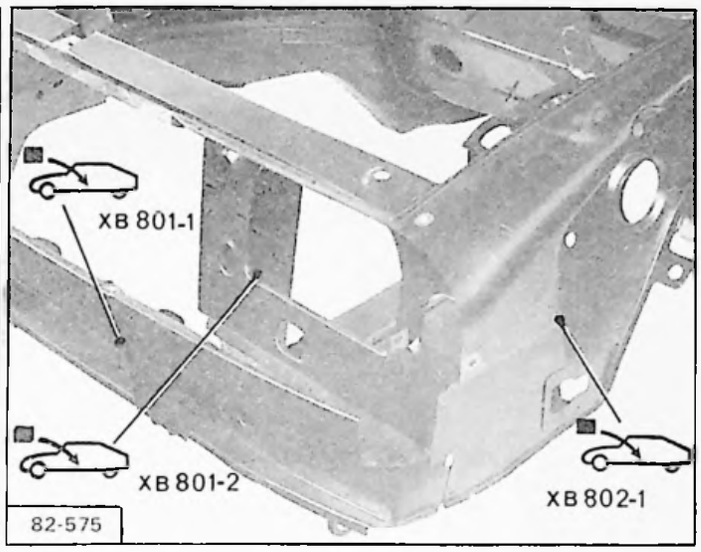

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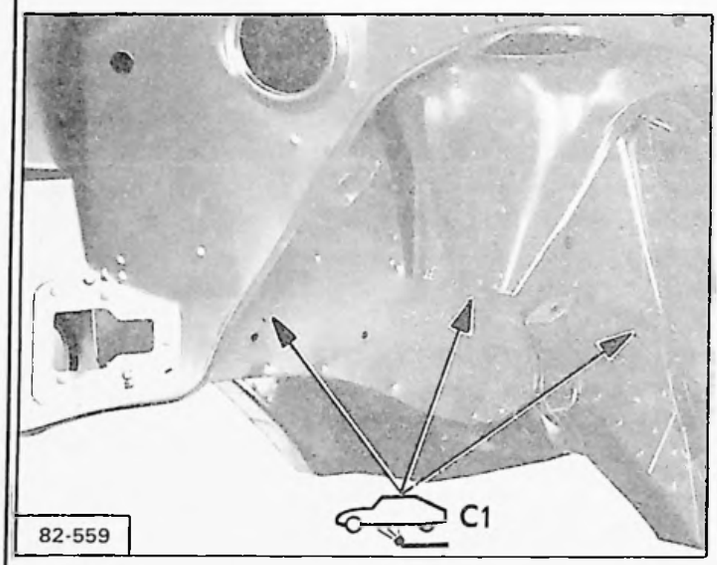

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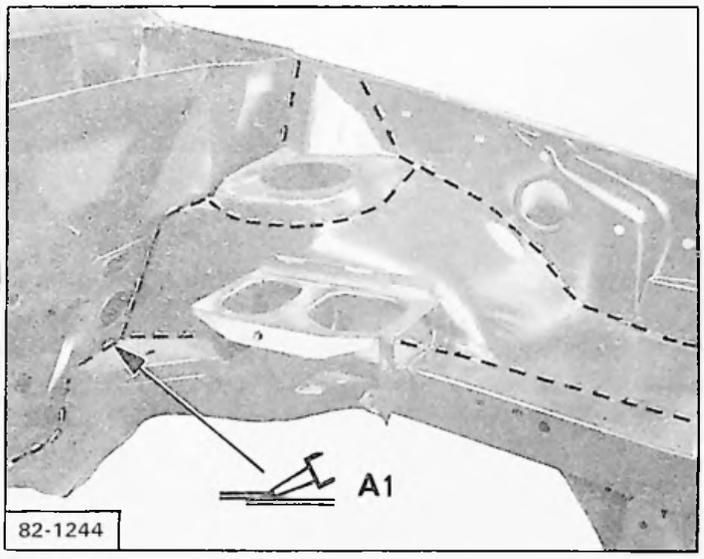

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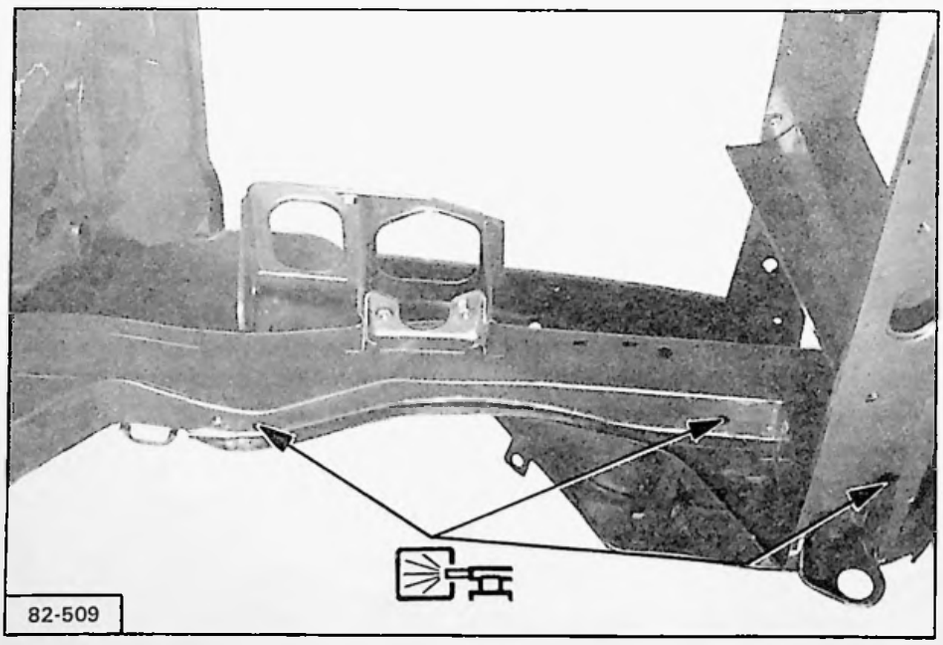
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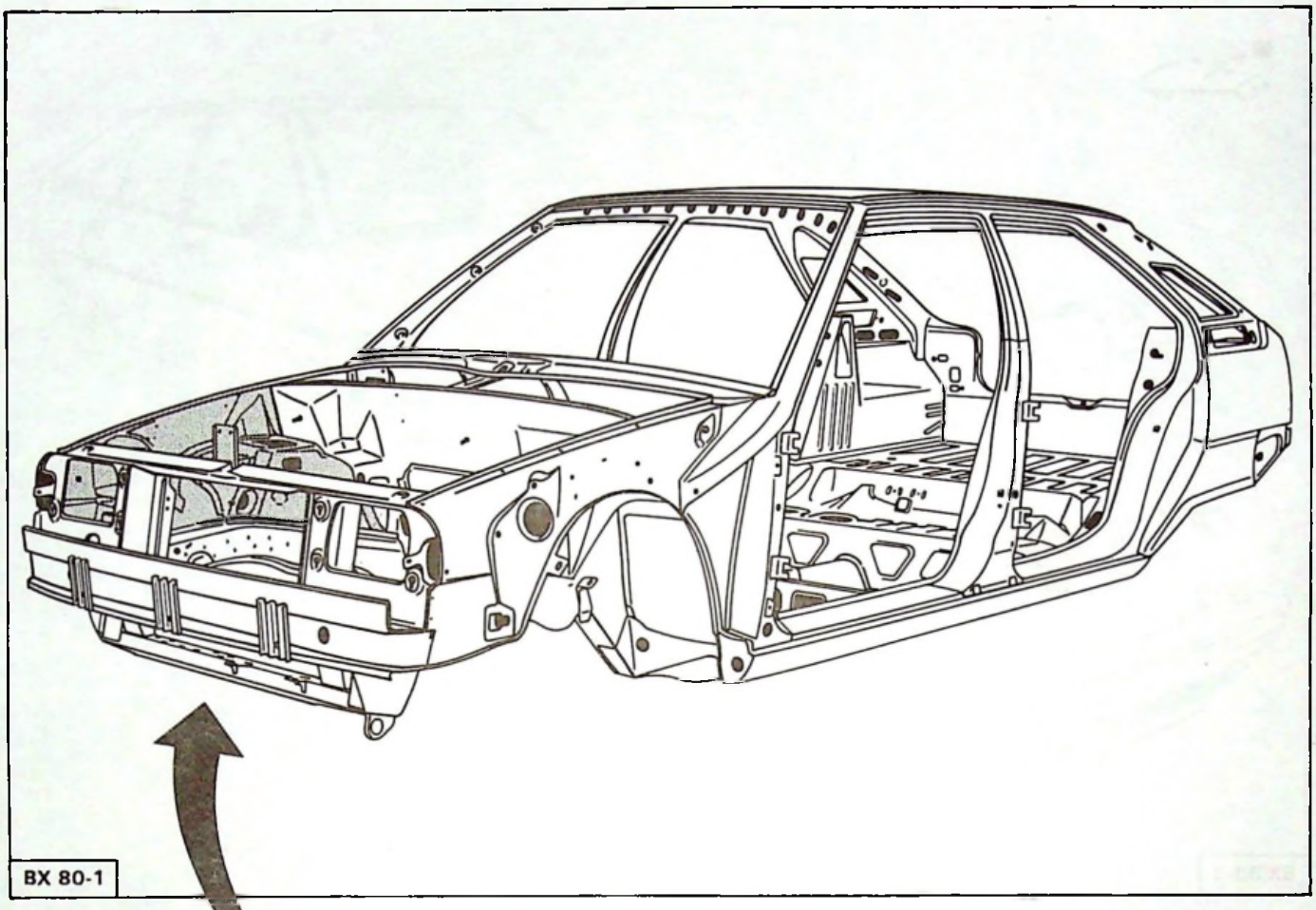
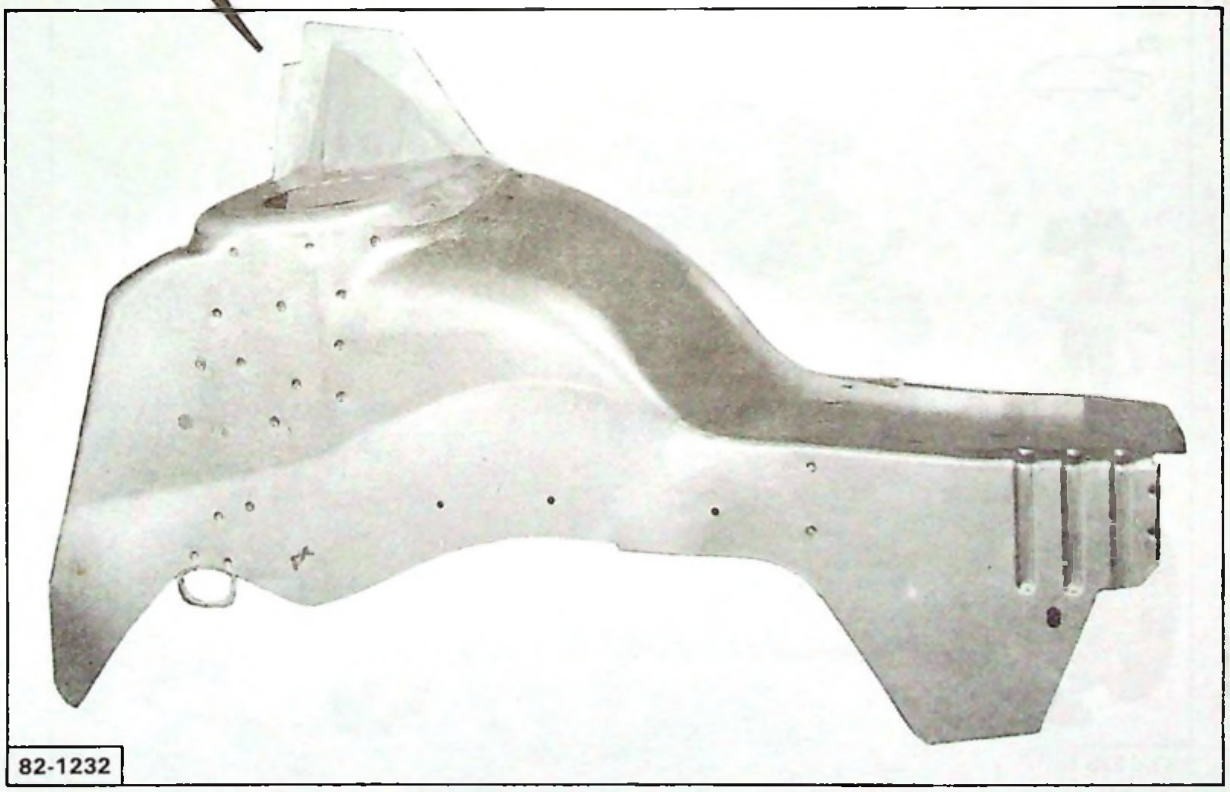


BX 80-1



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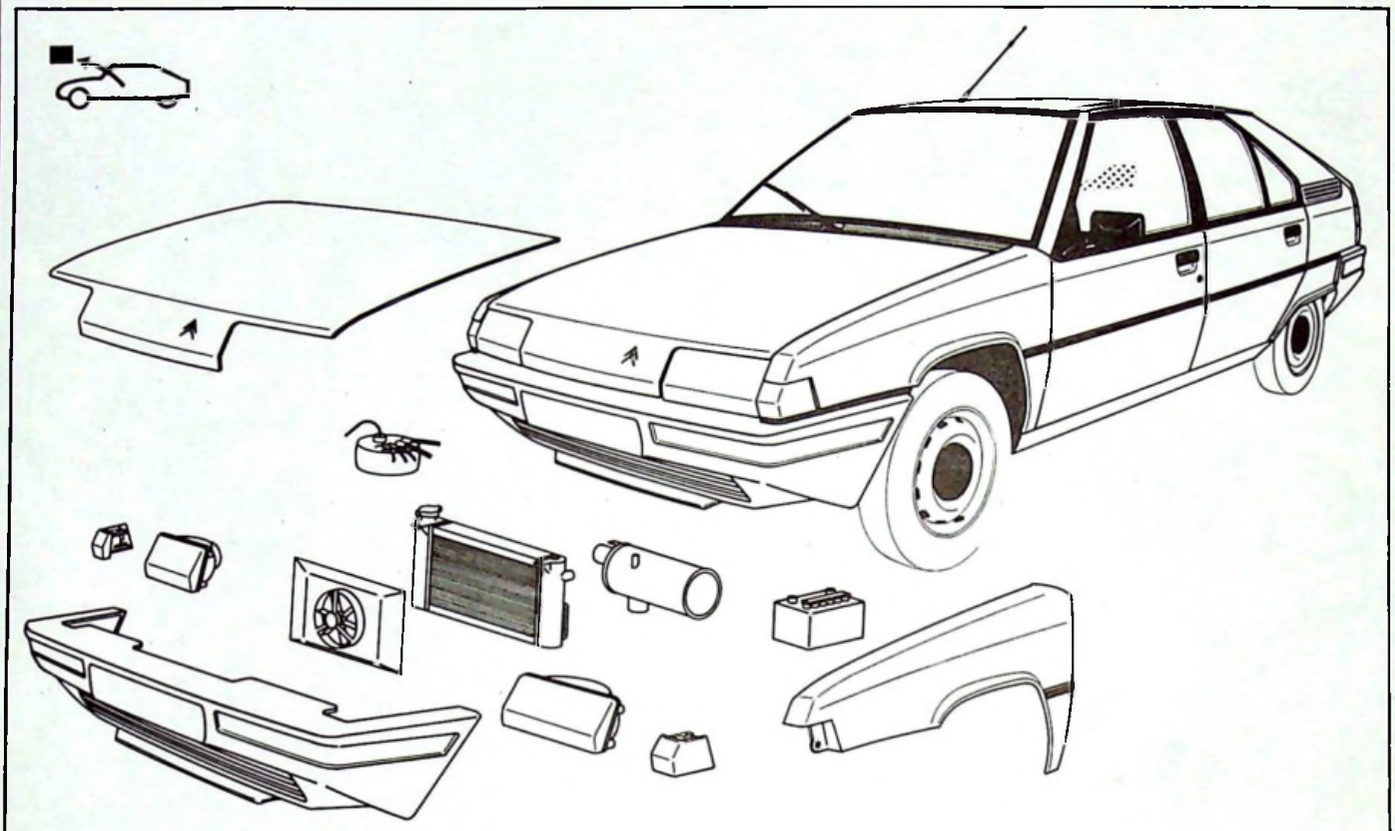
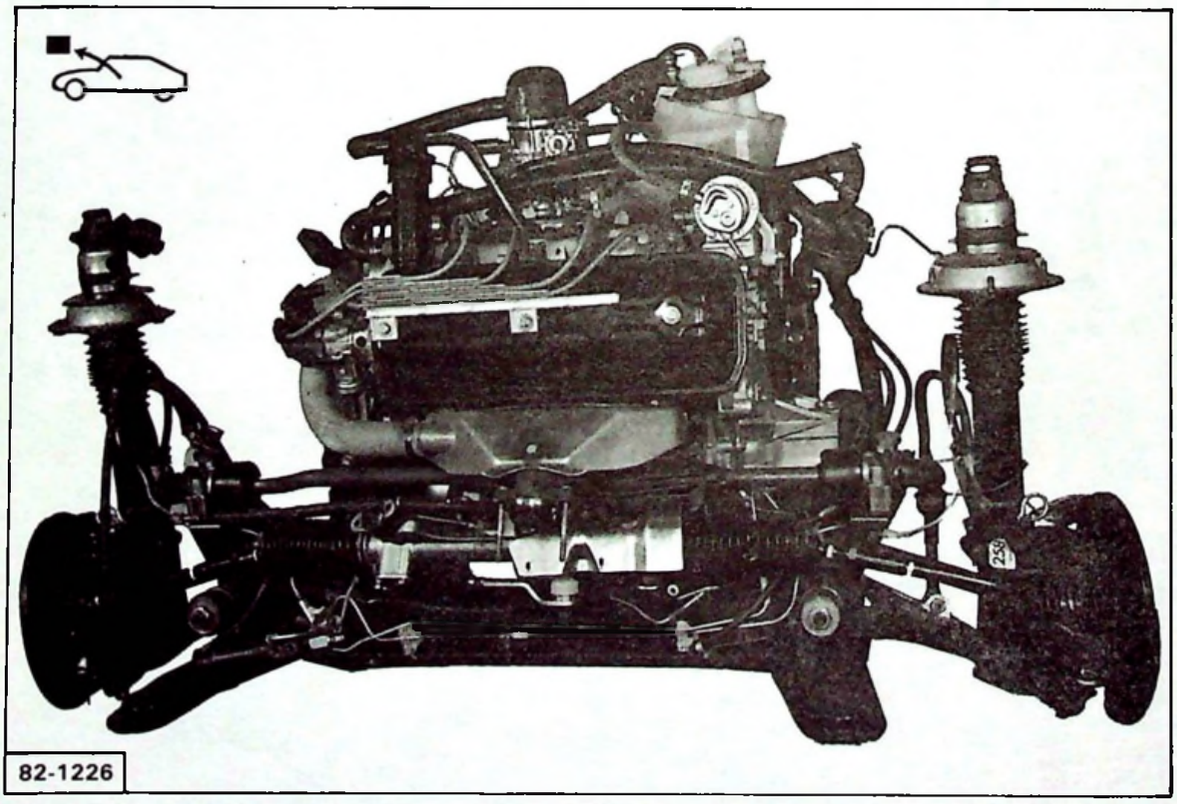


BX 80-3



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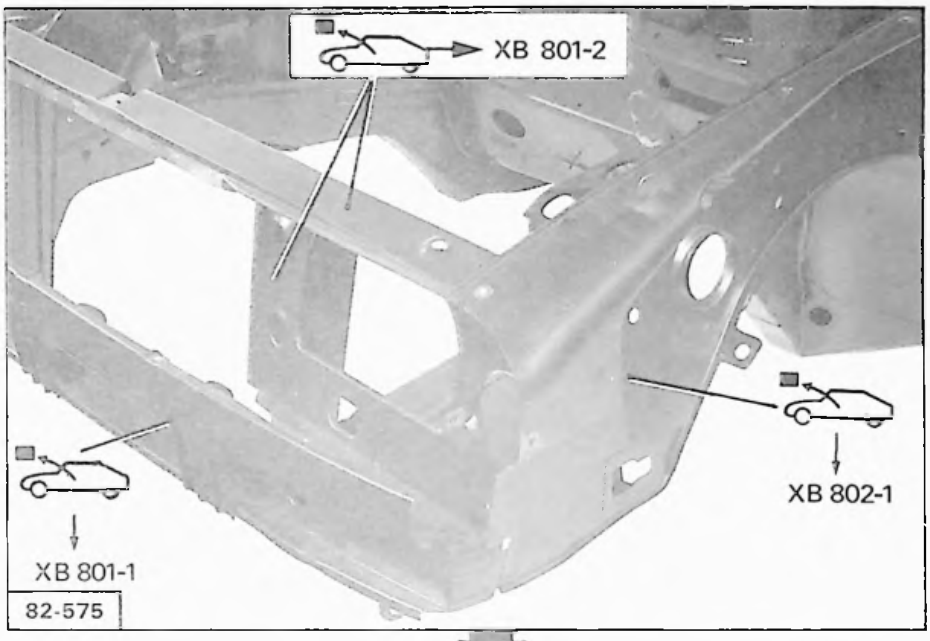
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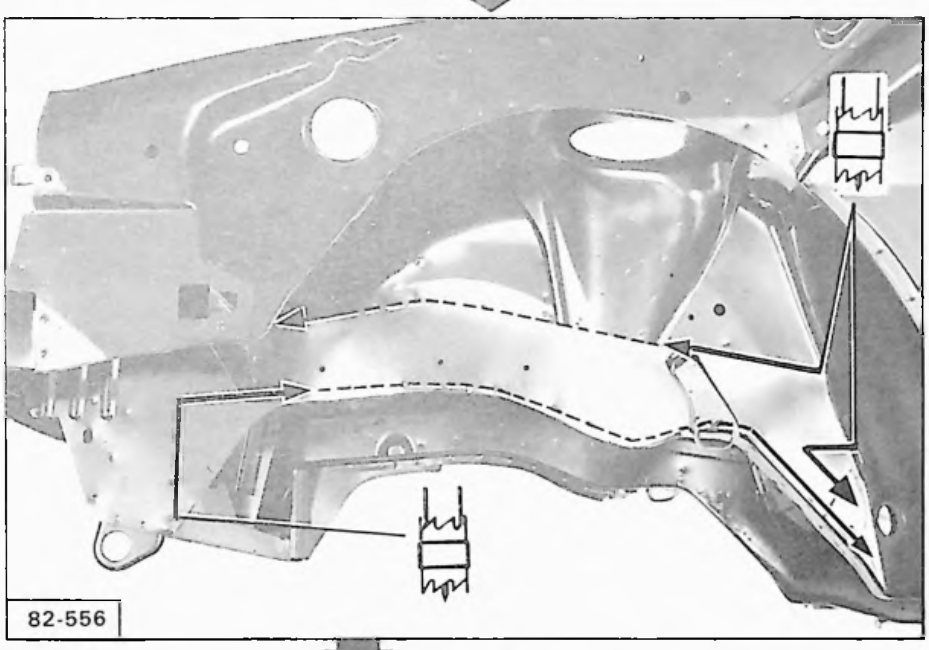
82-575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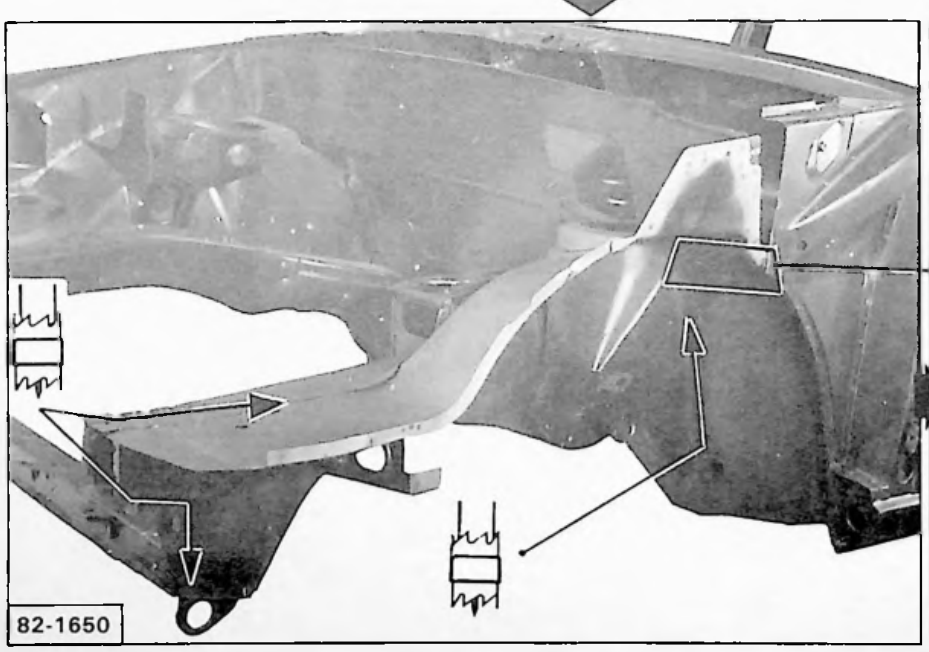
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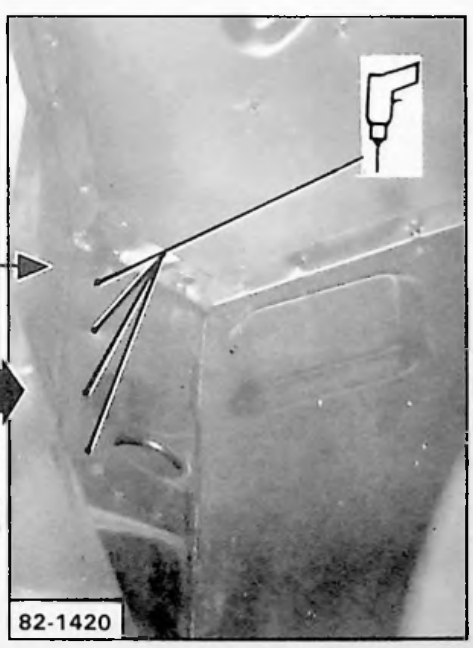
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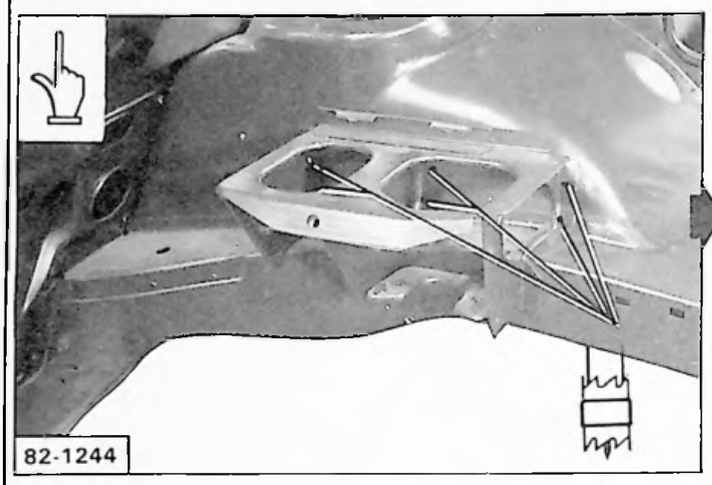
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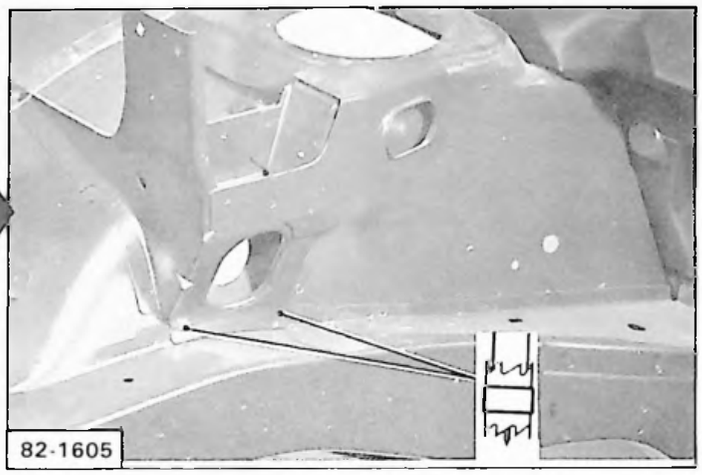
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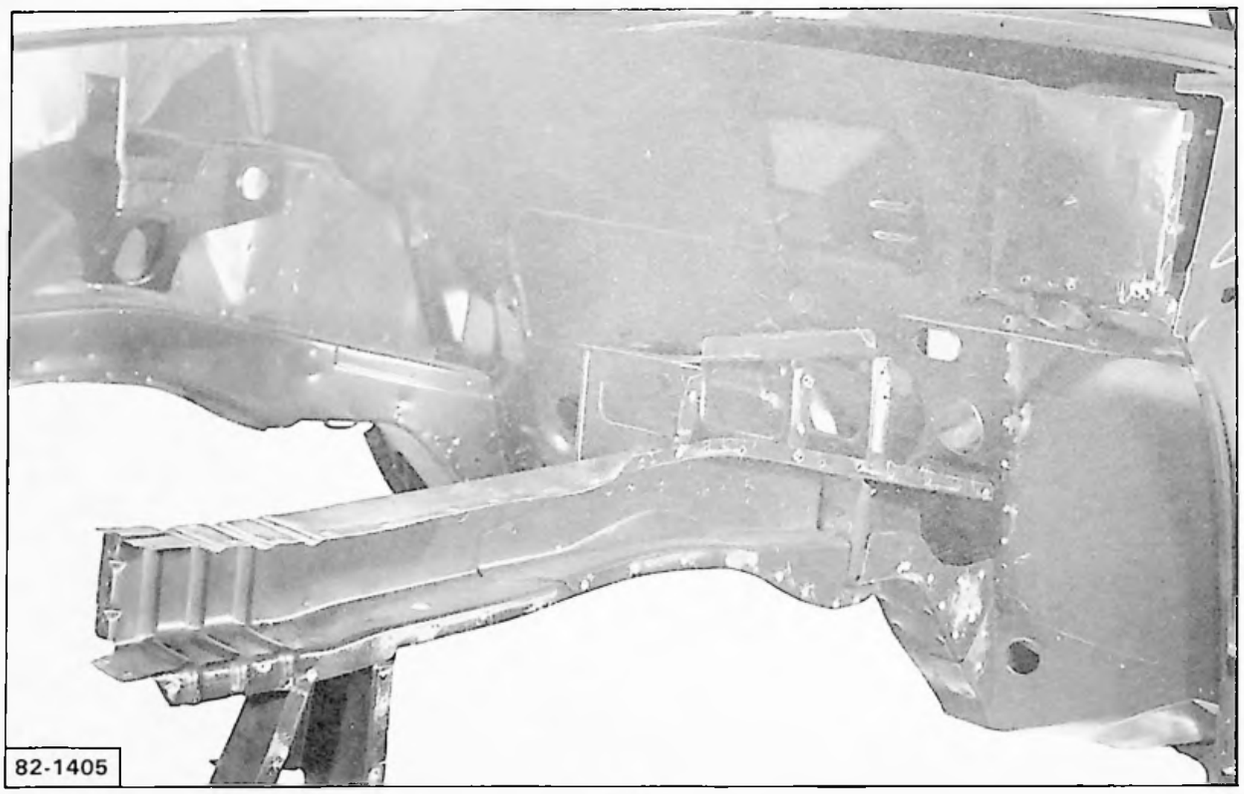
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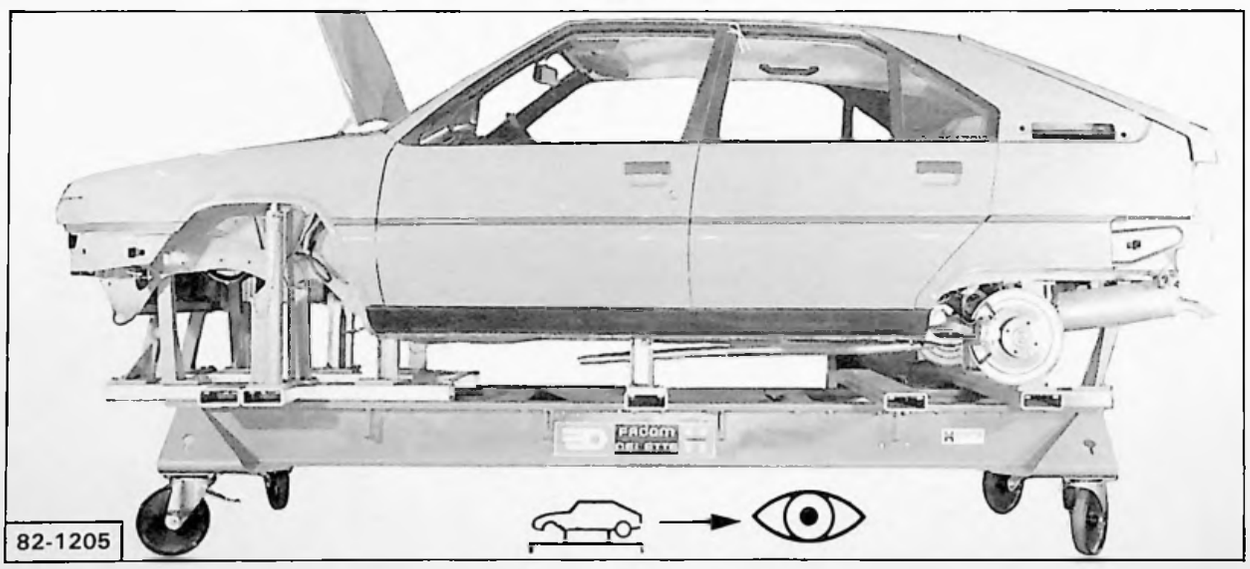
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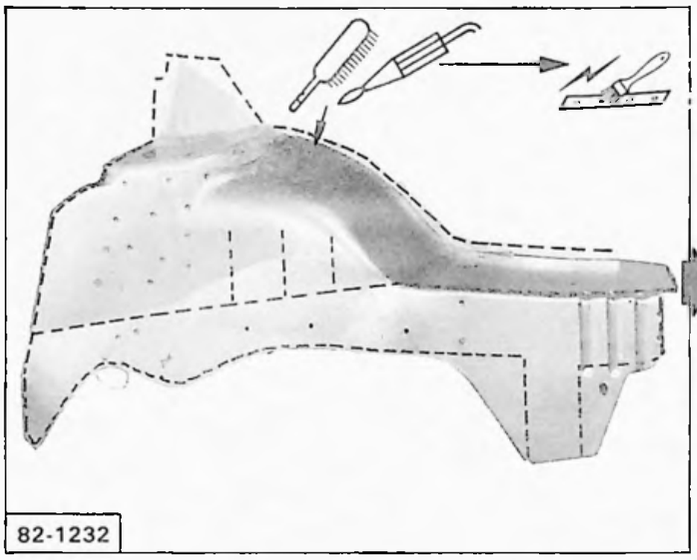
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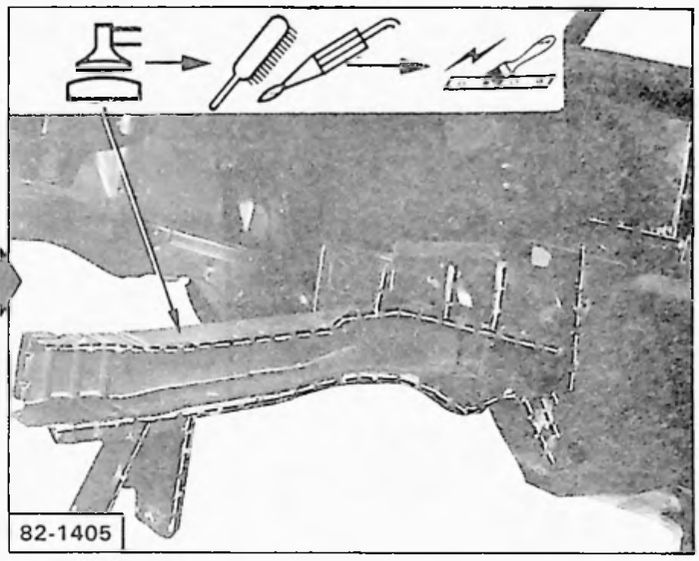
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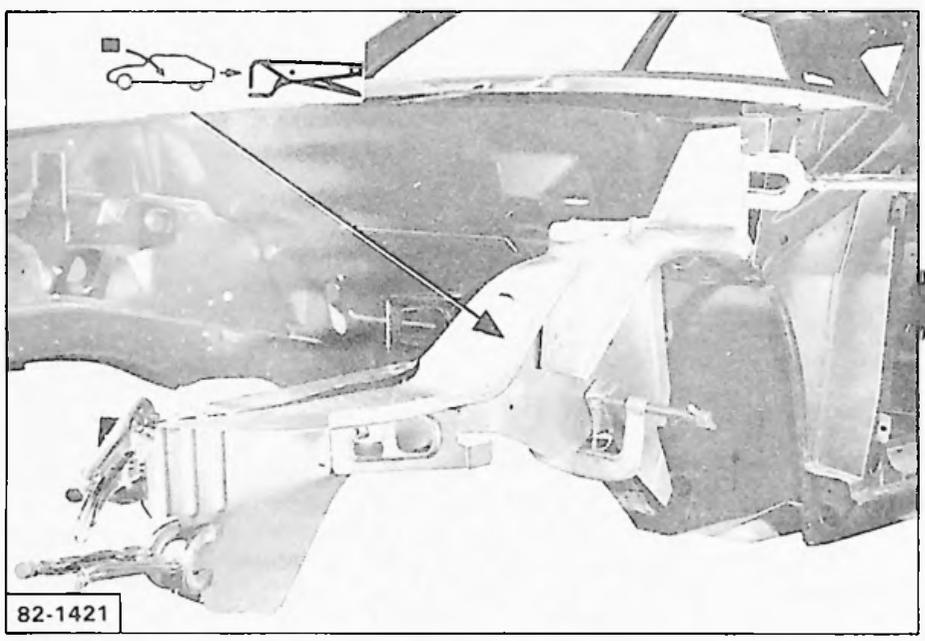
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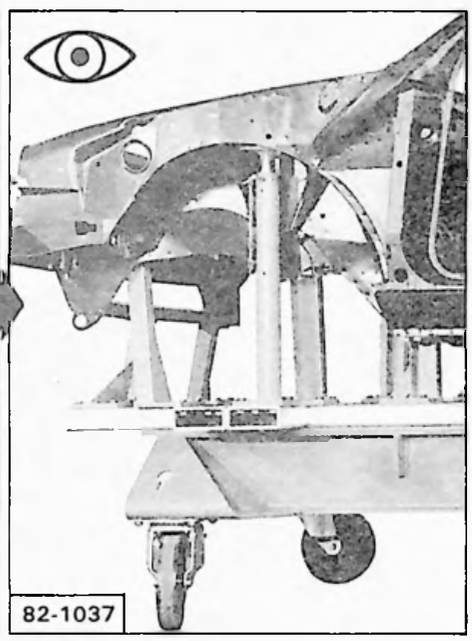
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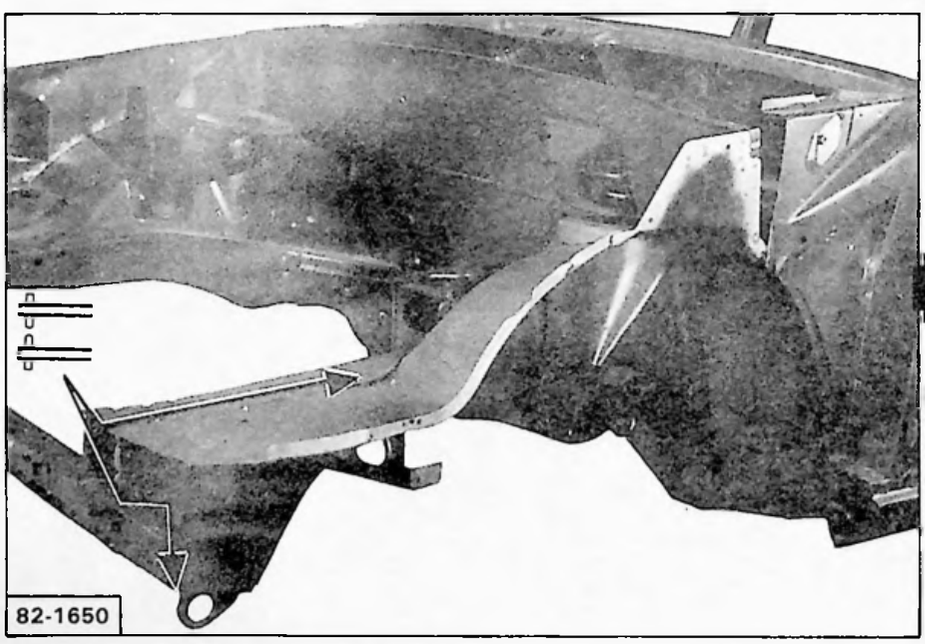
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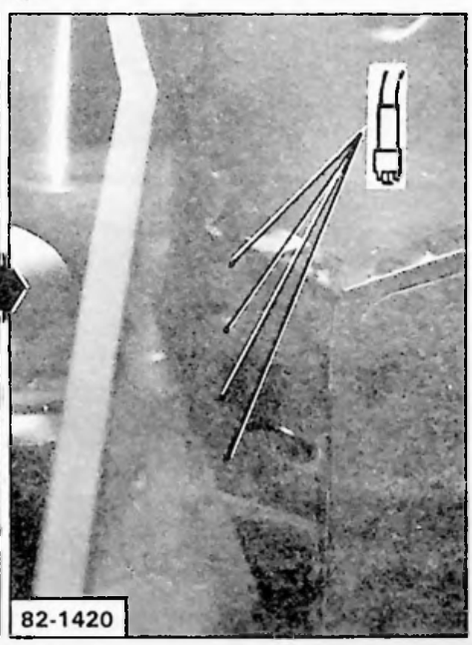
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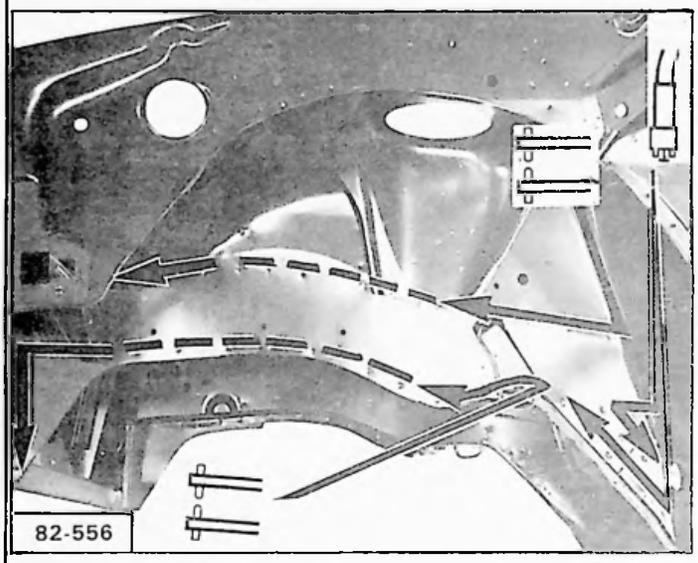
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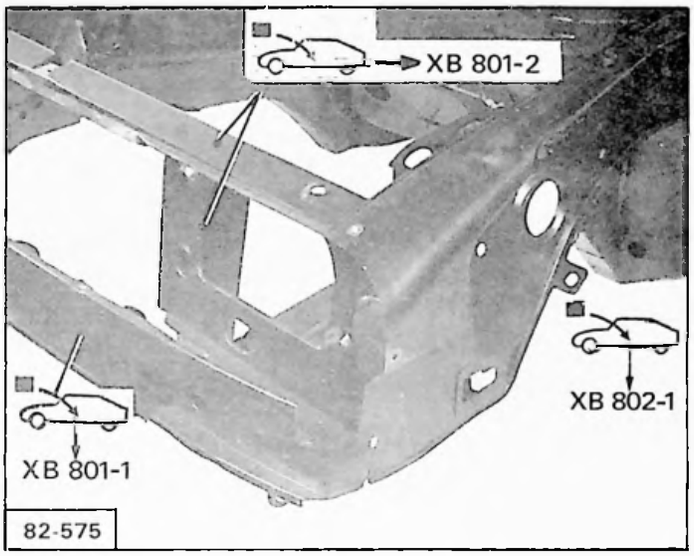

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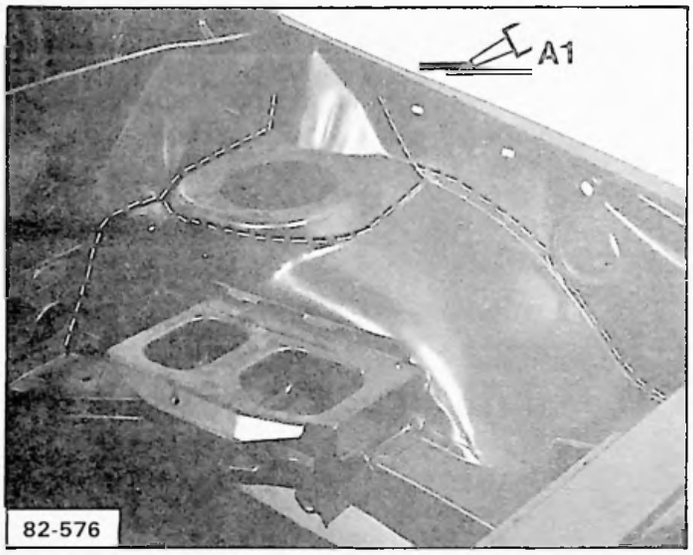

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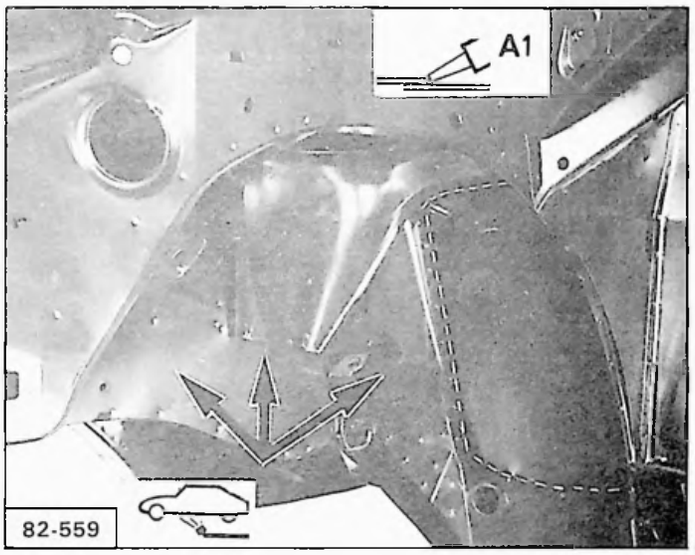

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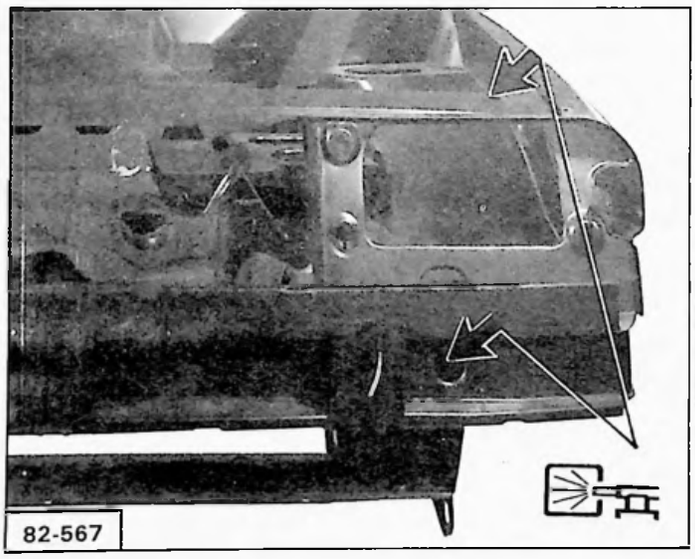
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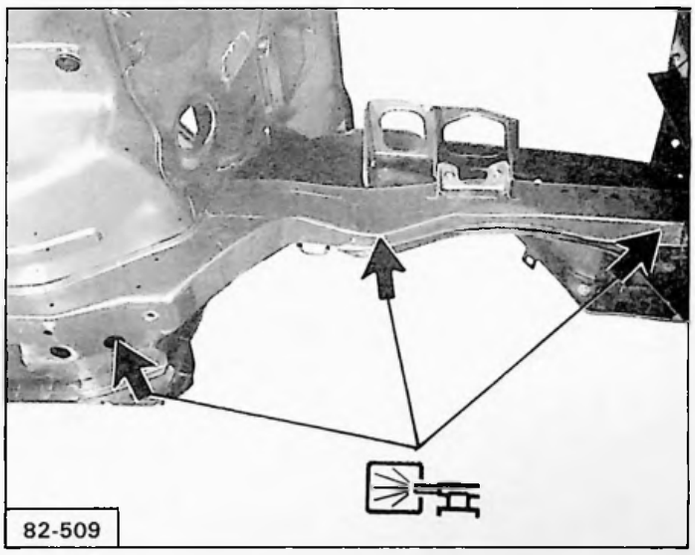
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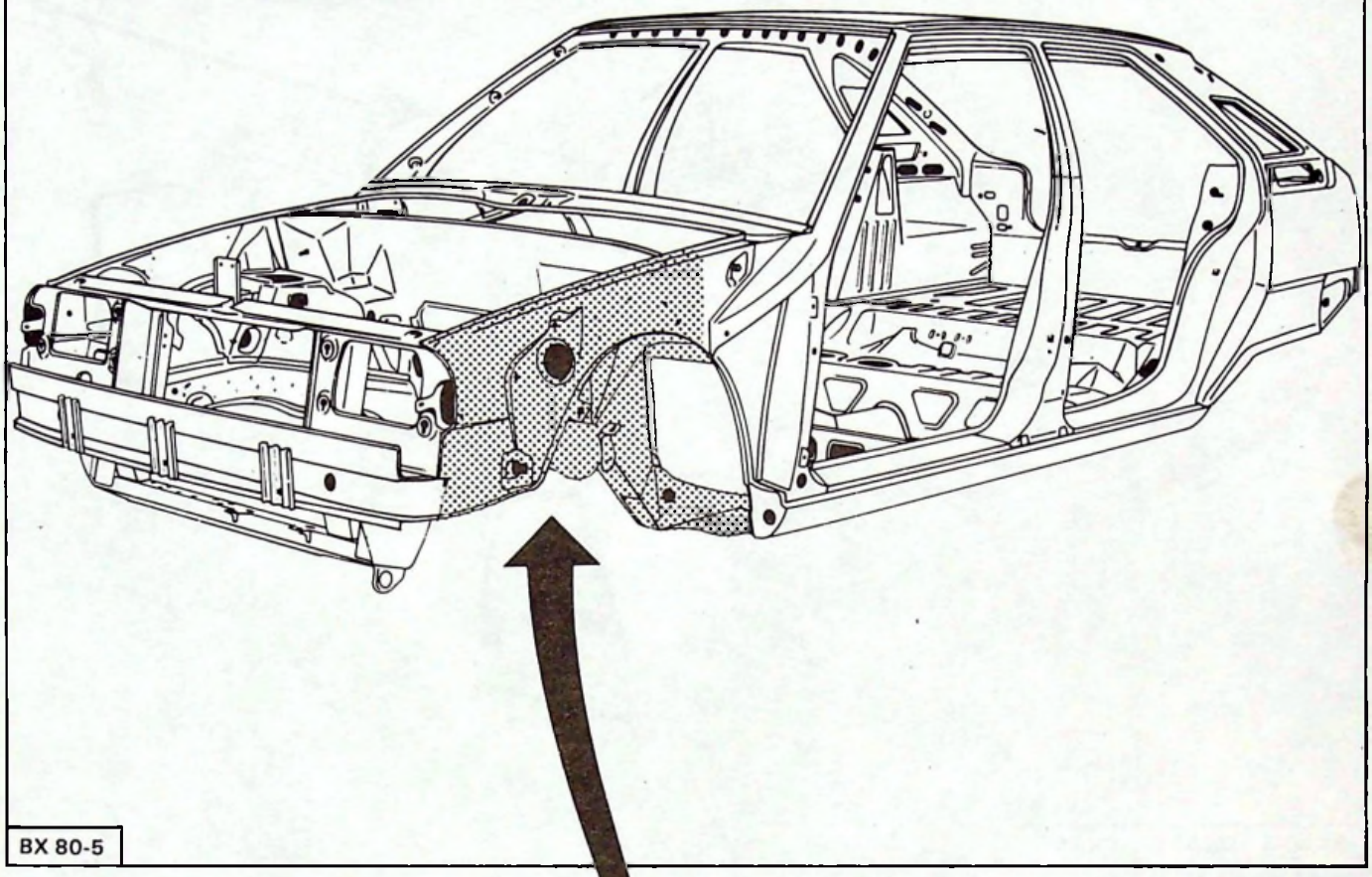
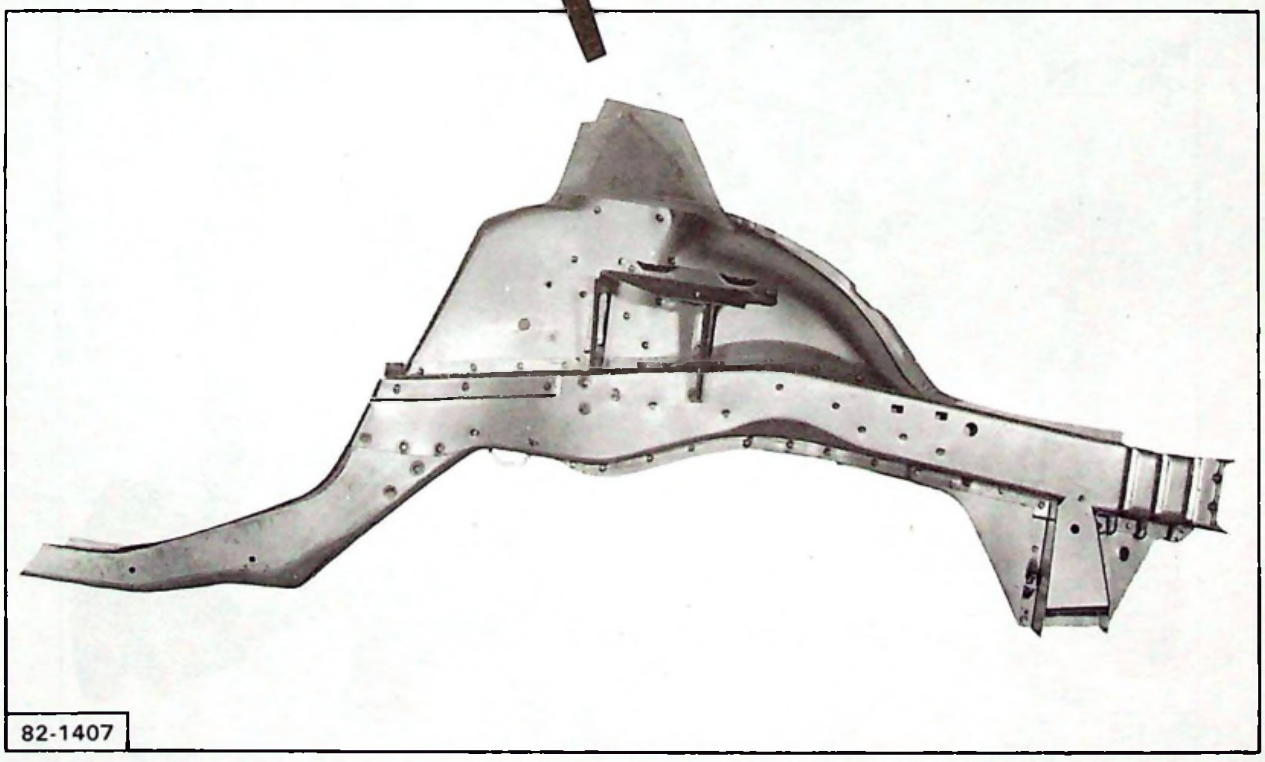


BX 80-5



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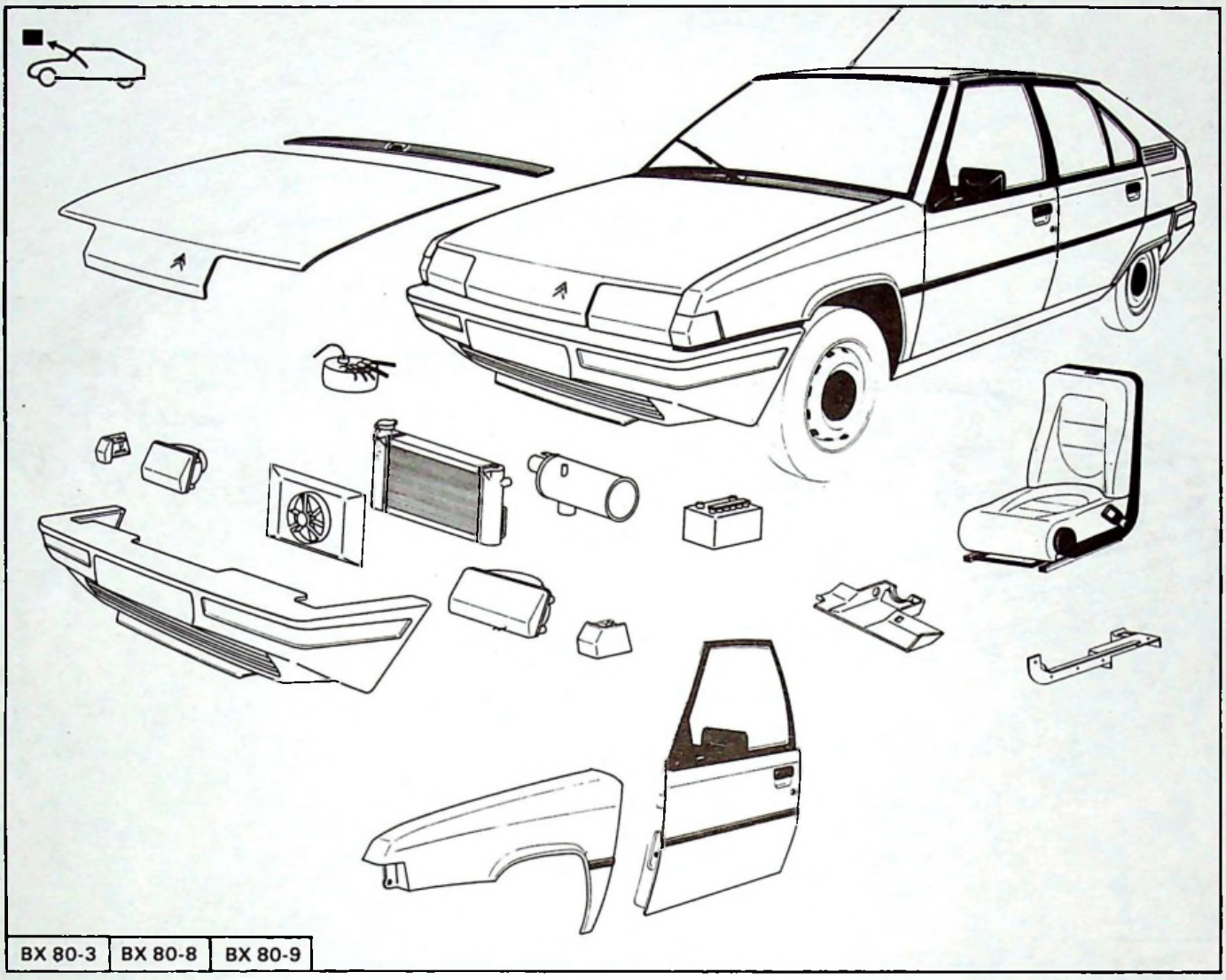
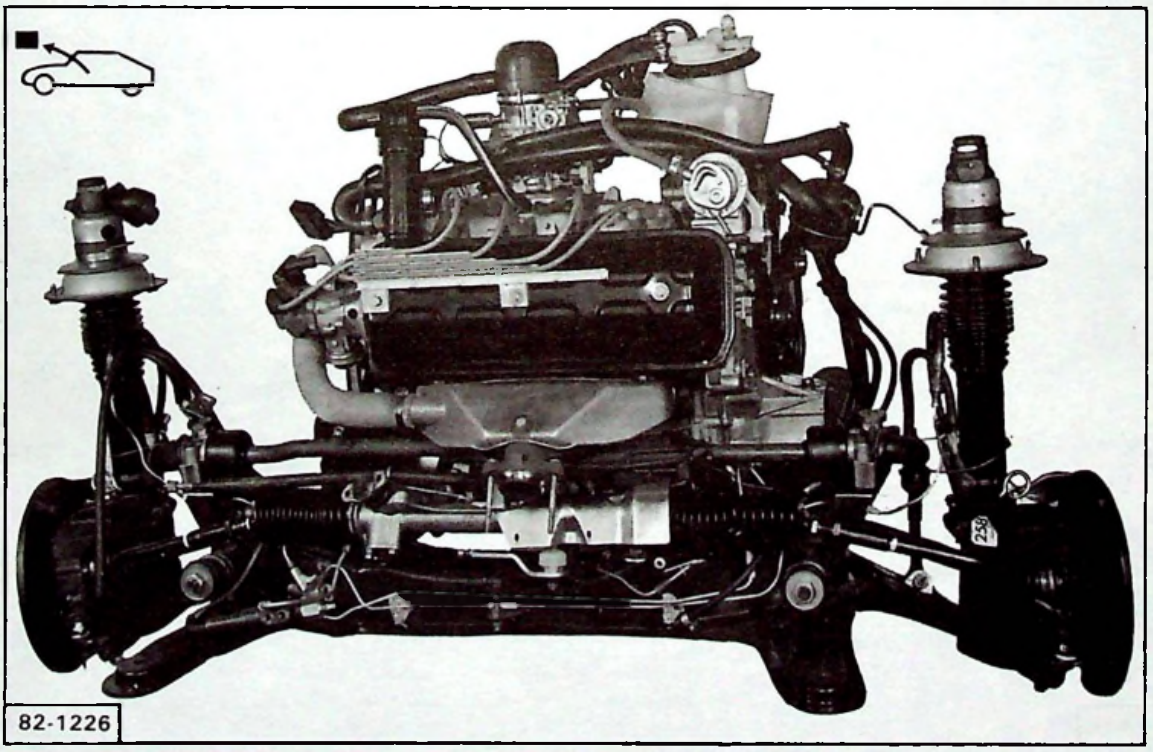


BX 80-3 | BX 80-8 | BX 80-9



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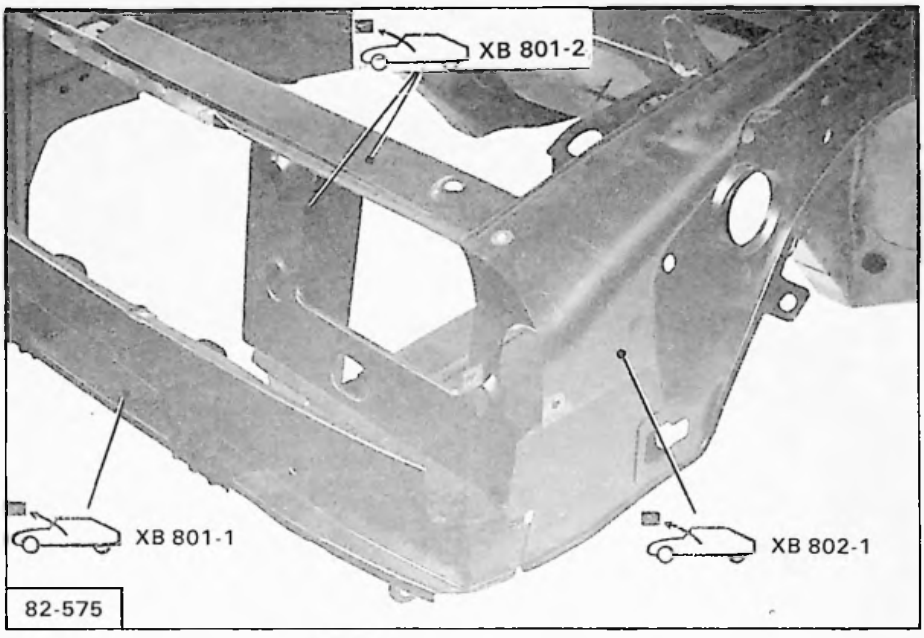
XB 801-2
XB 801-1
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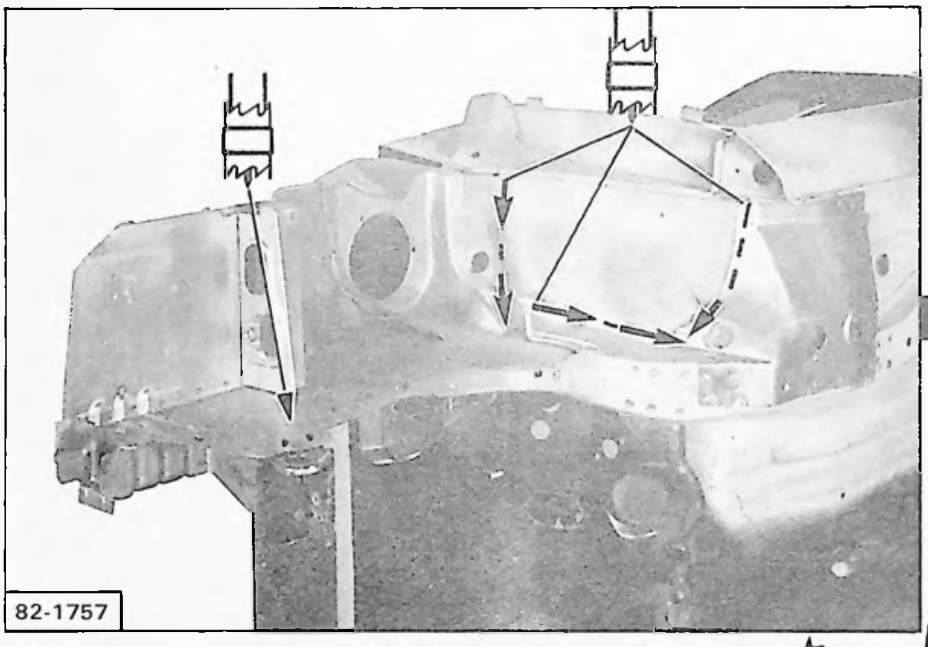
82-575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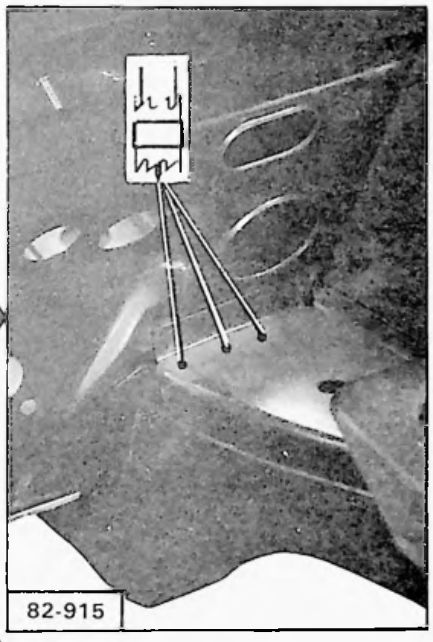
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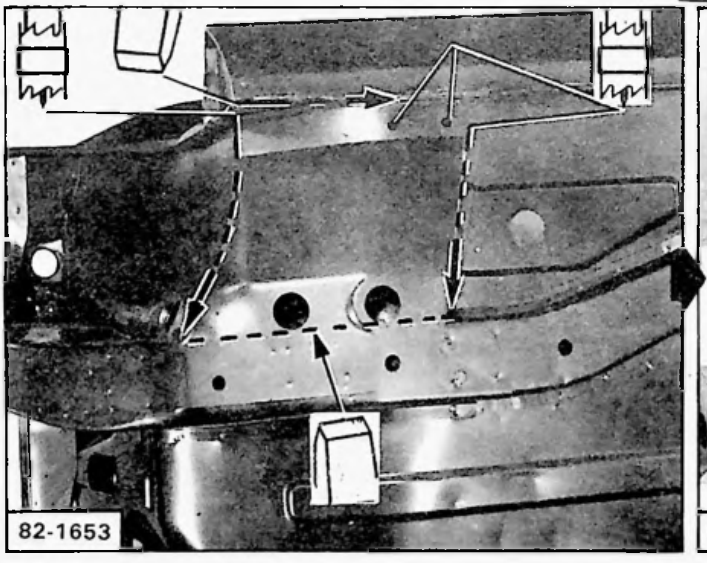
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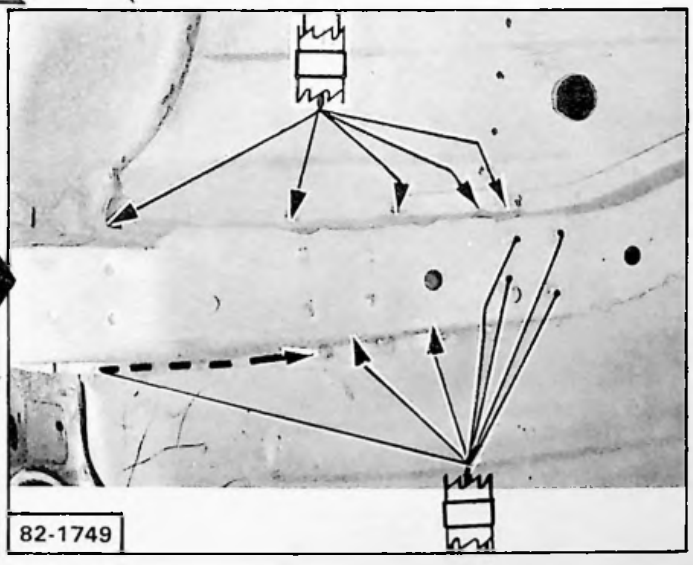
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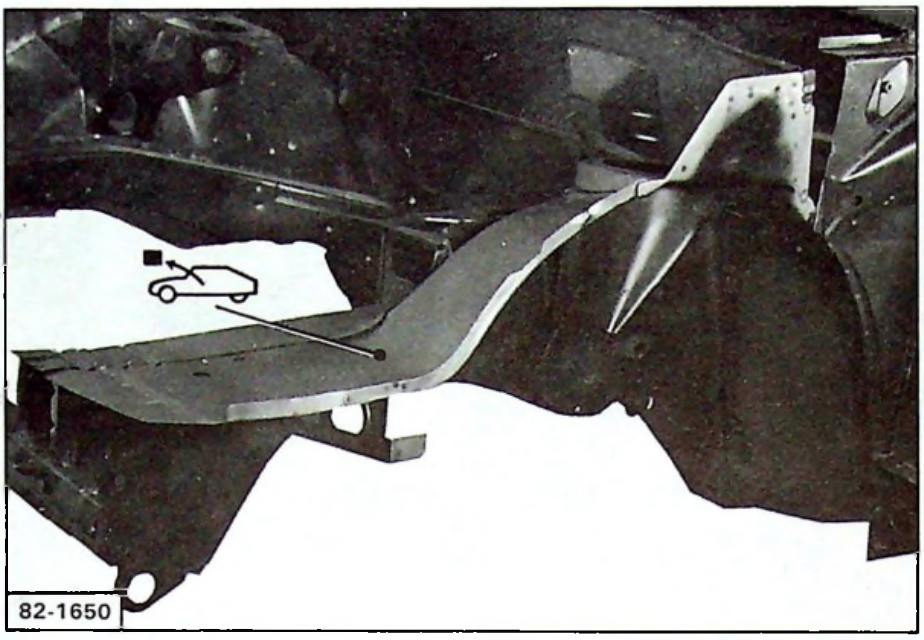
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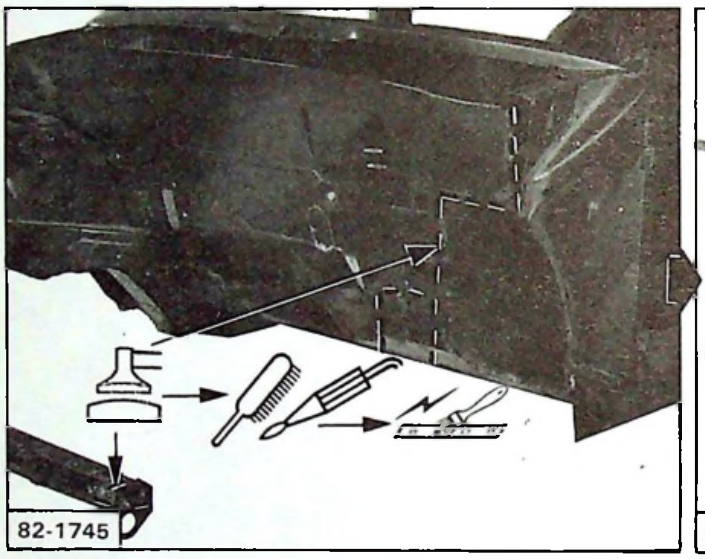
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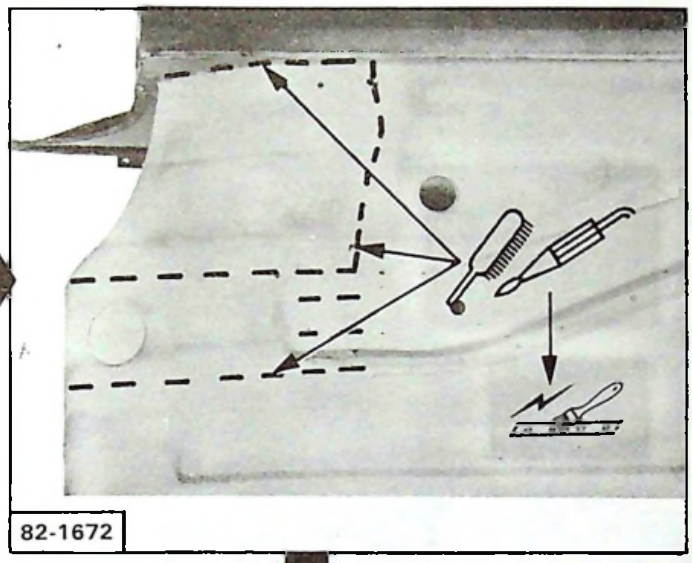
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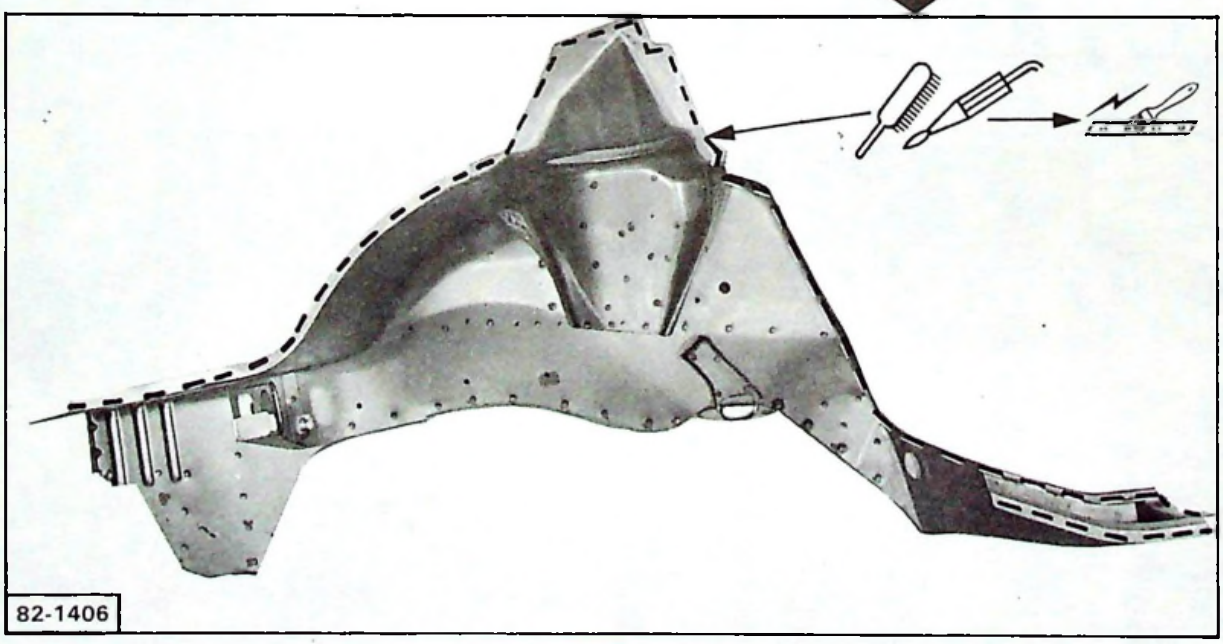
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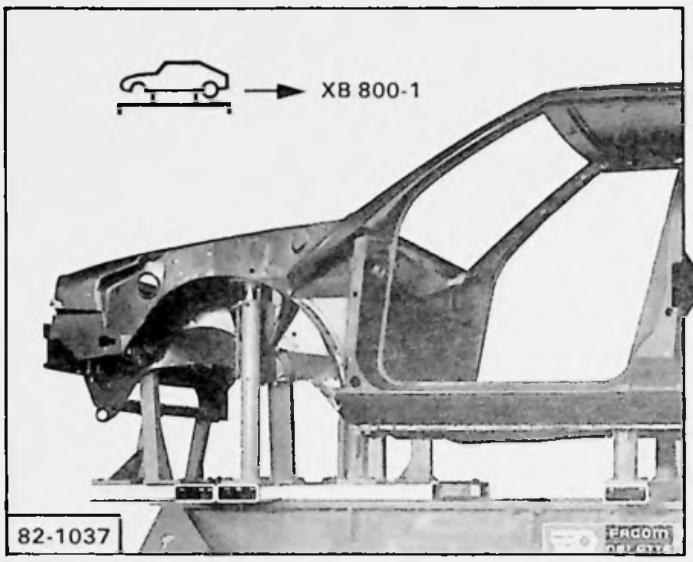
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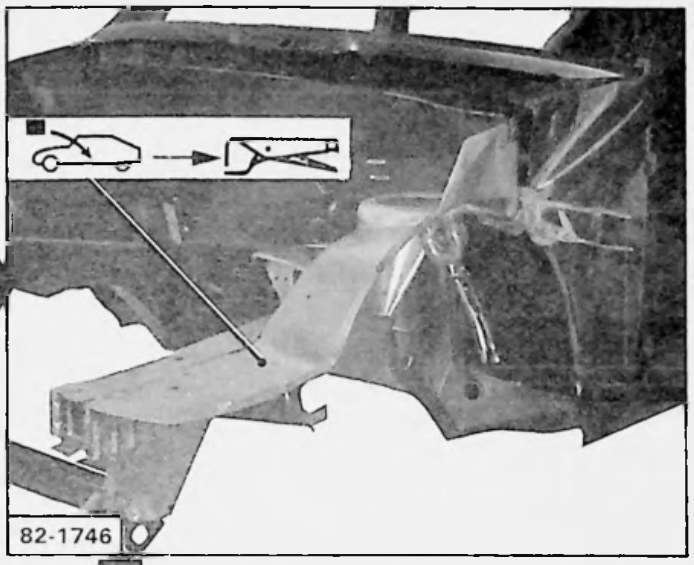
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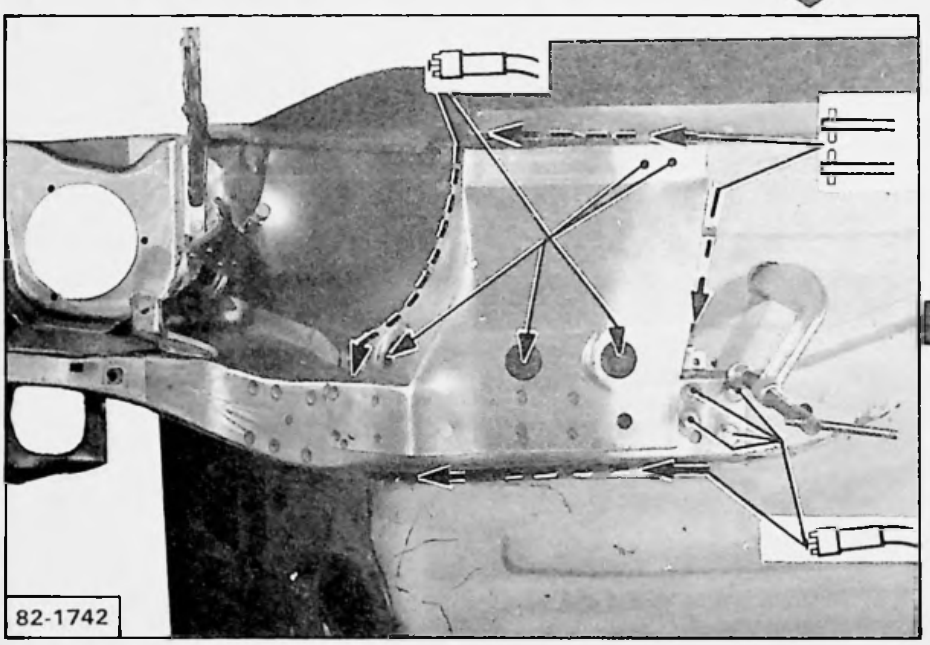
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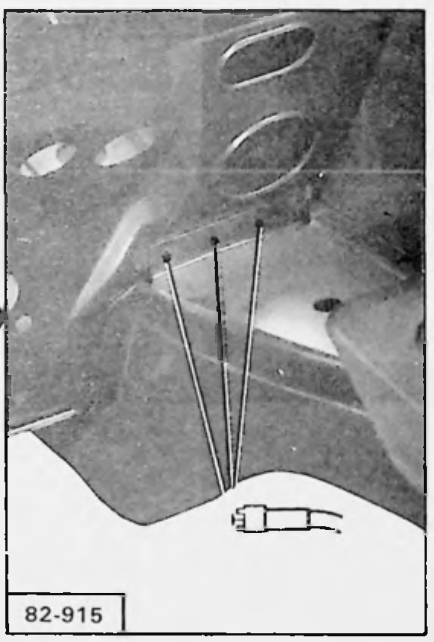
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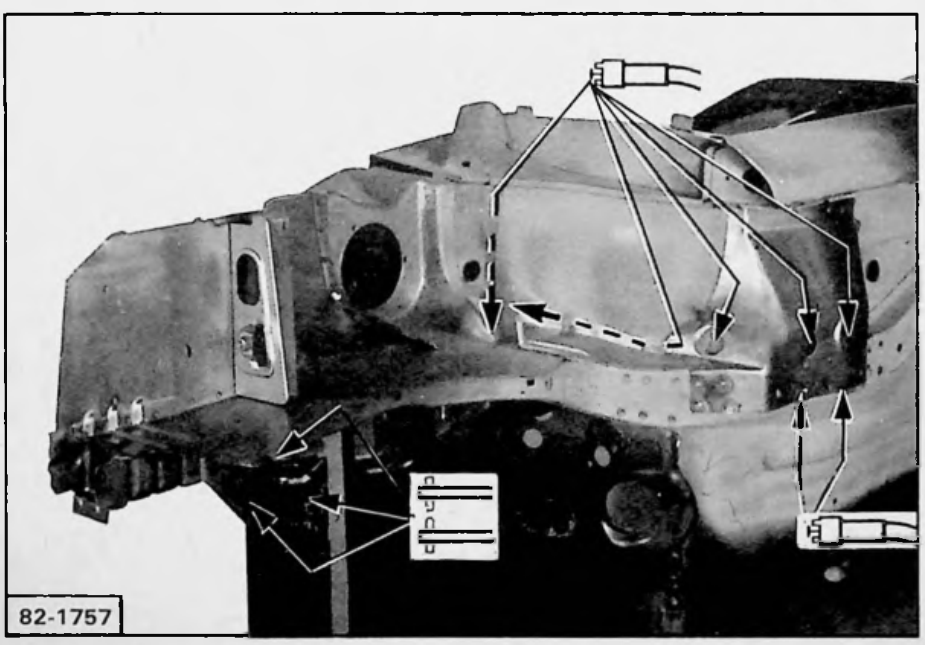
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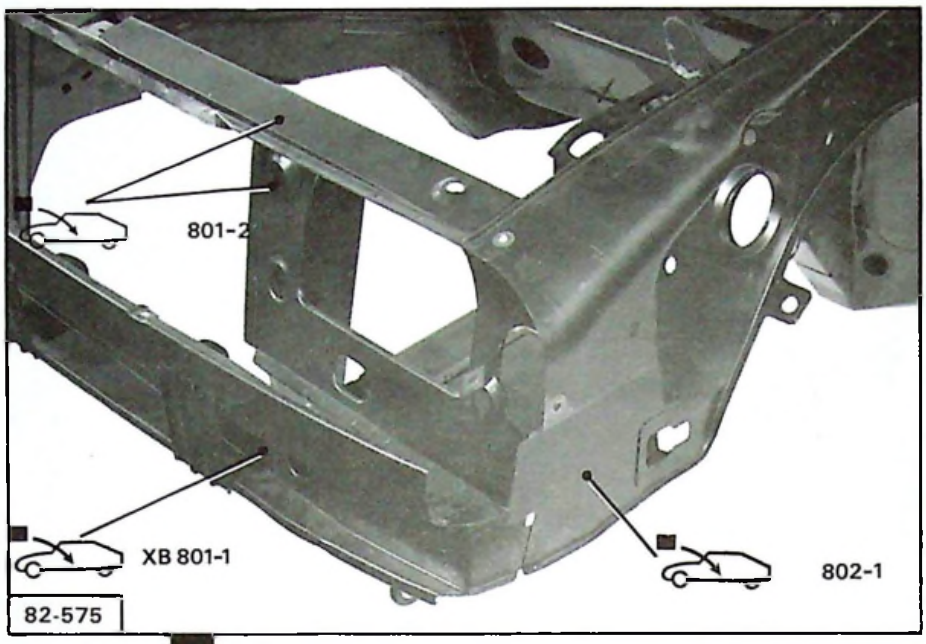
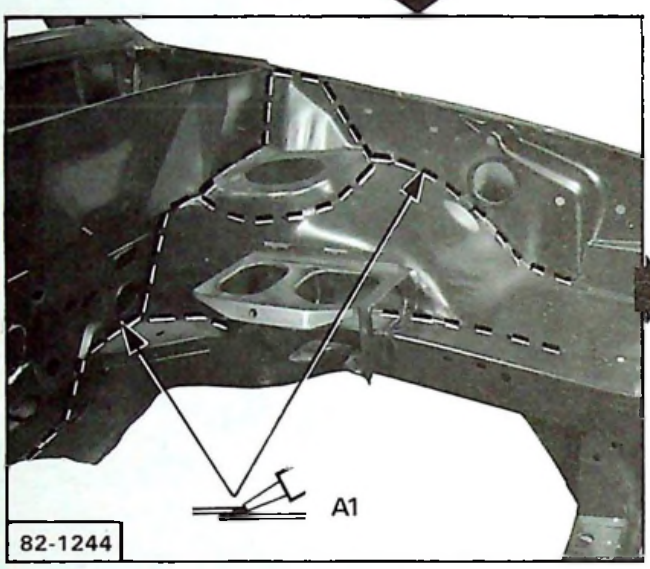

801-2
XB 801-1
802-1
82-575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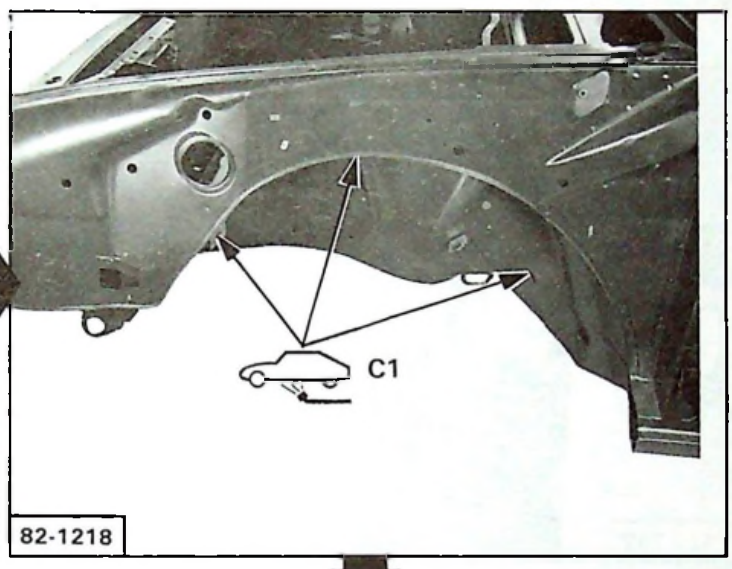
82-1244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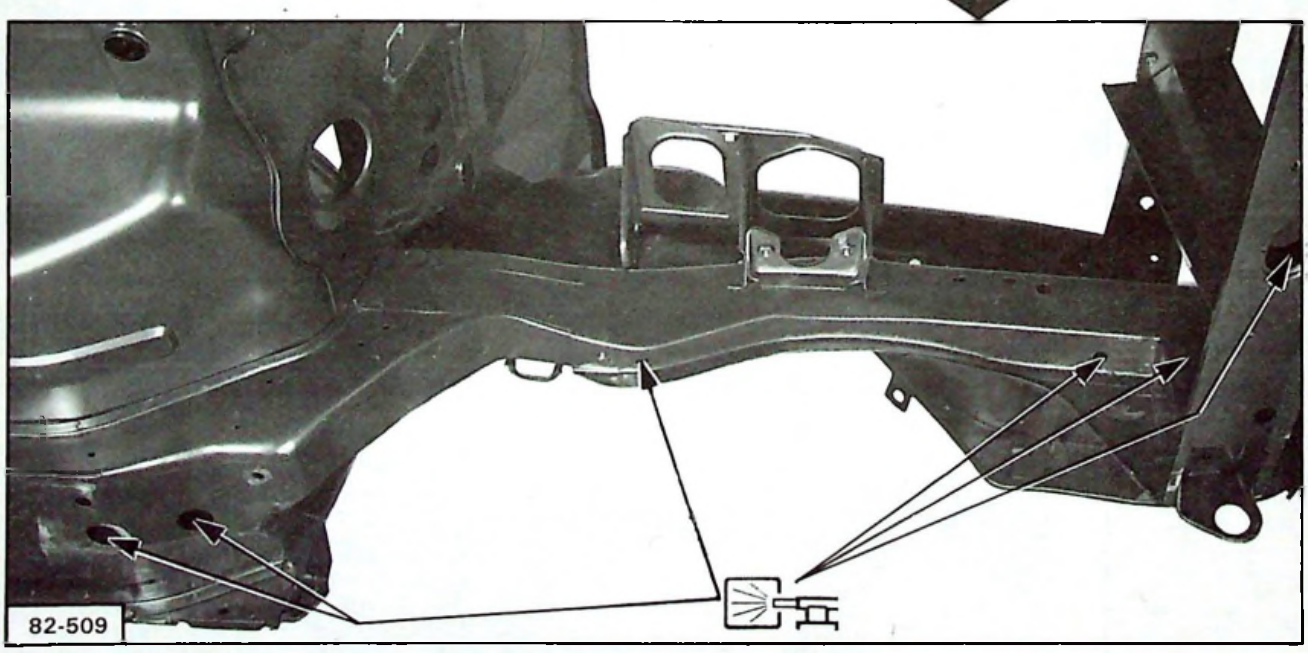
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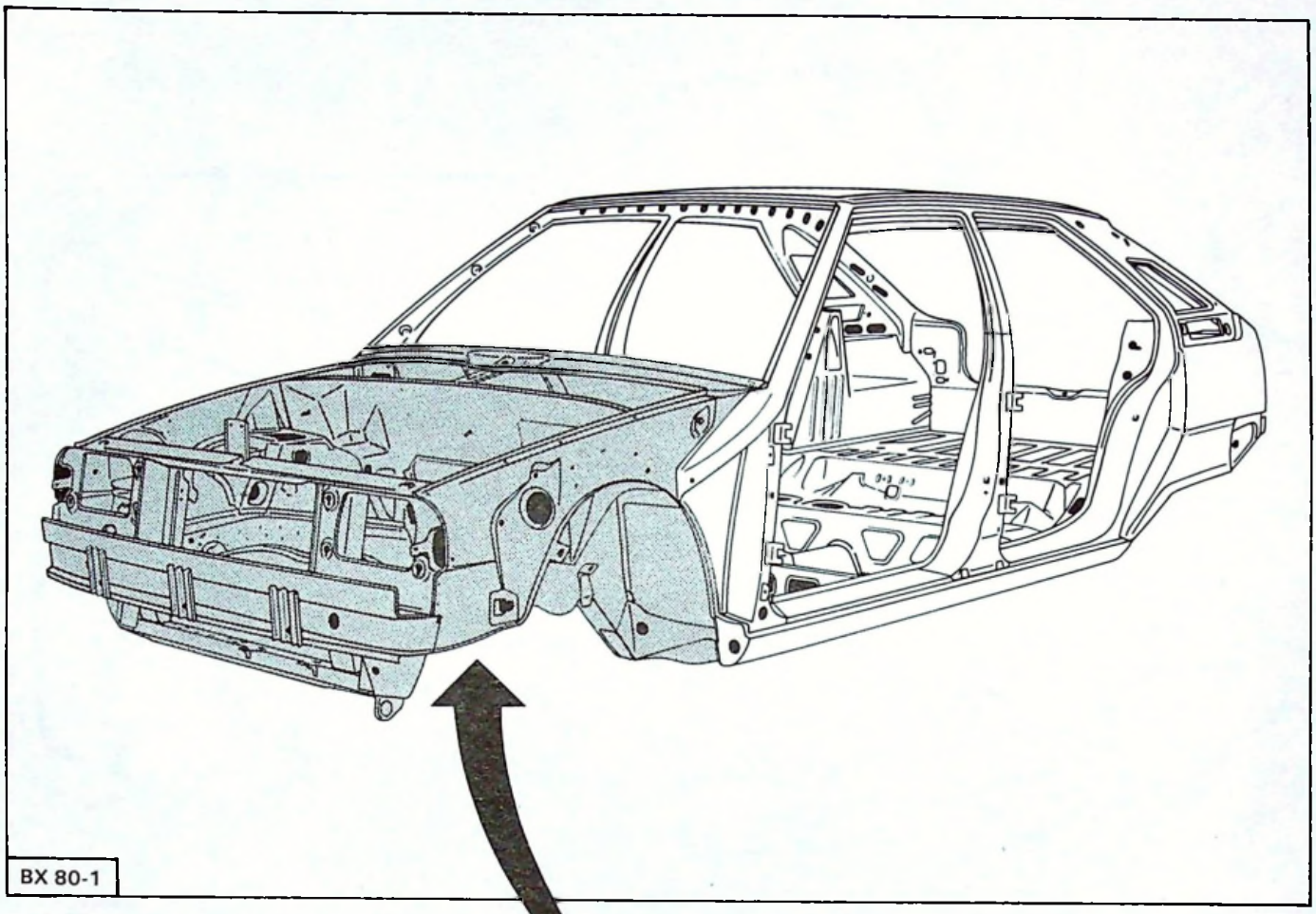
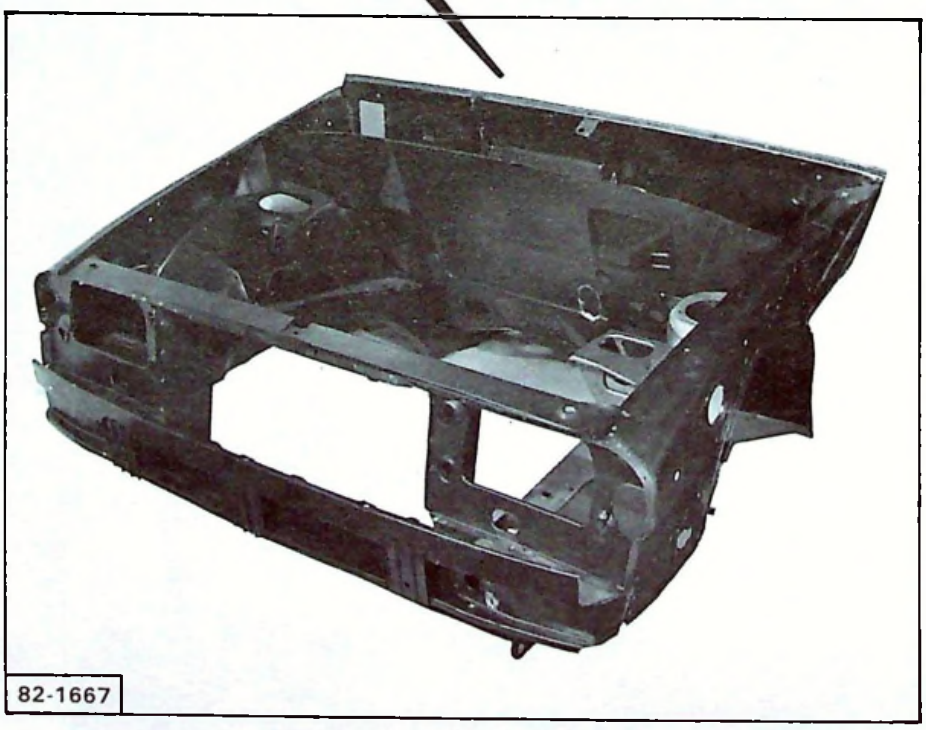


BX 80-1



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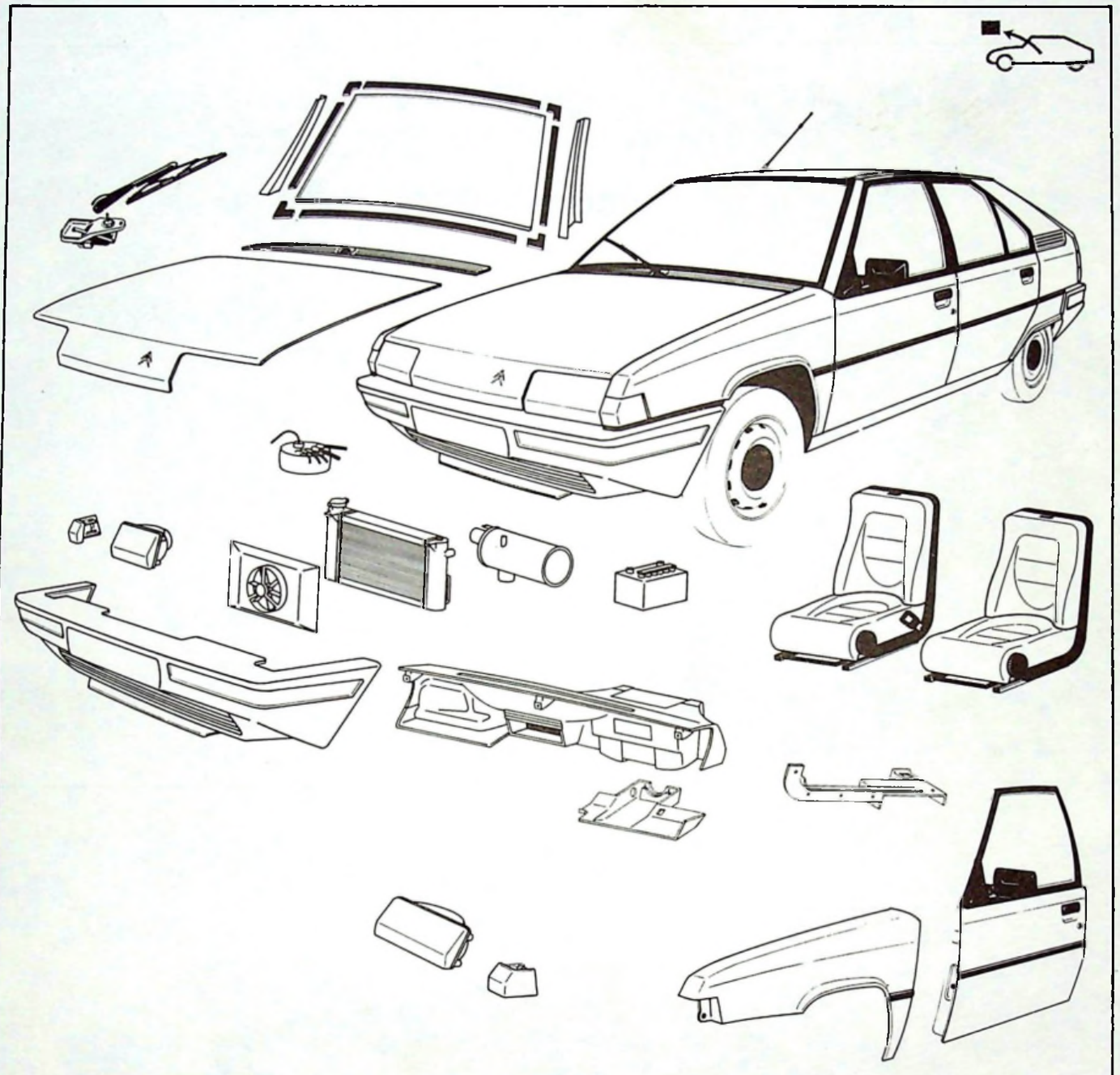
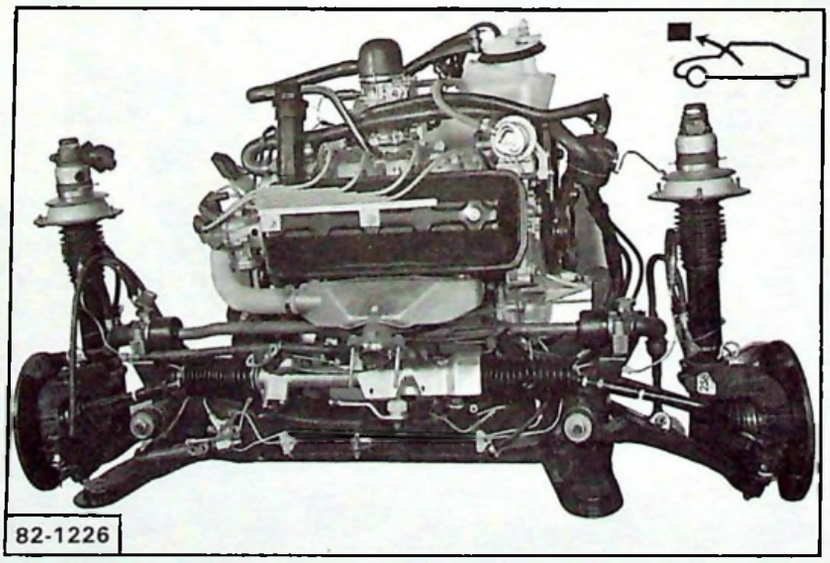


BX 80-3 | BX 80-8 | BX 80-9



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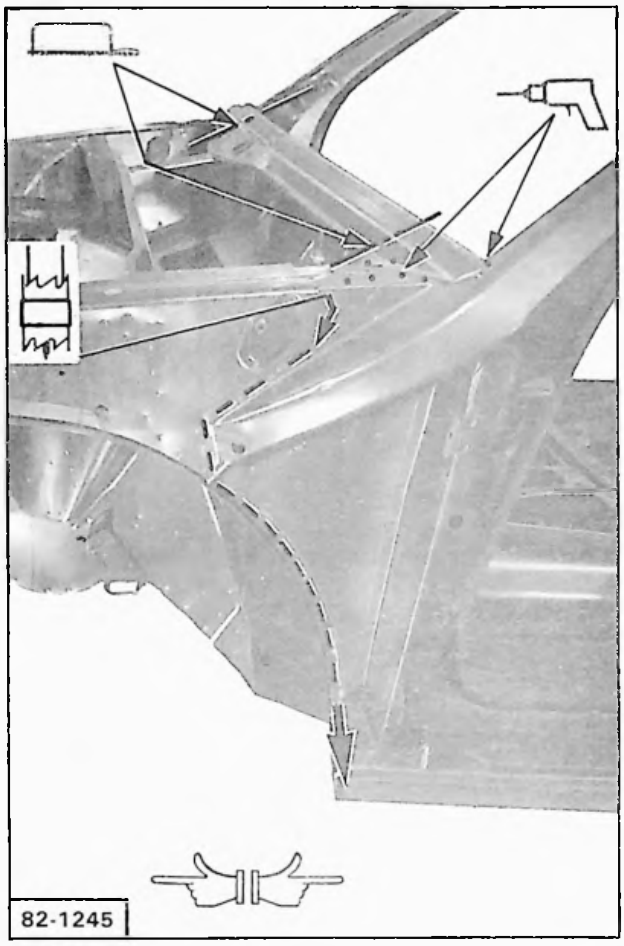
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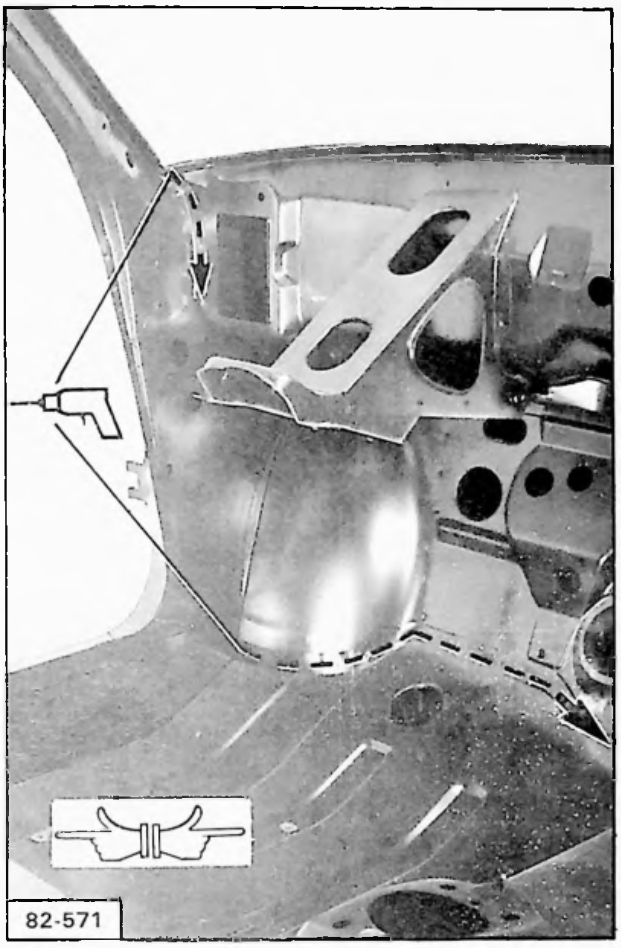
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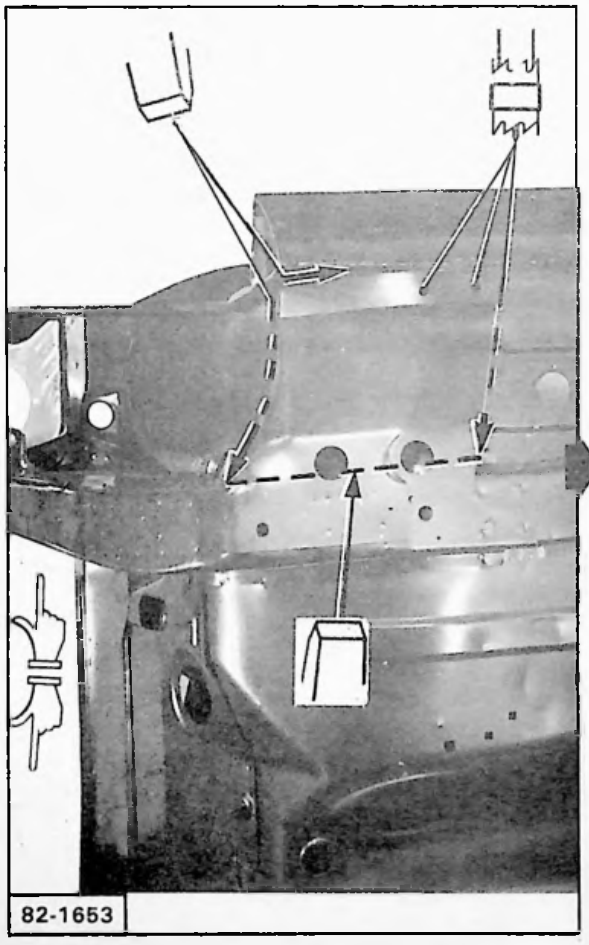
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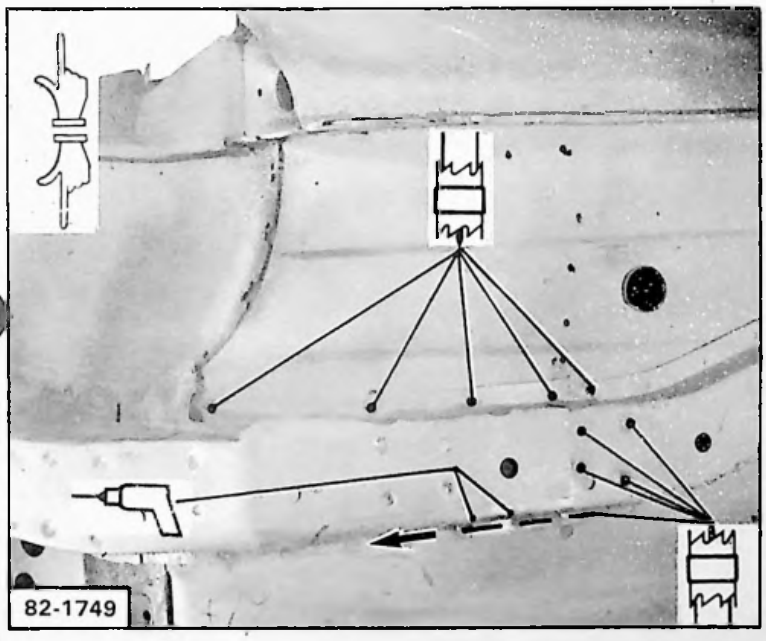
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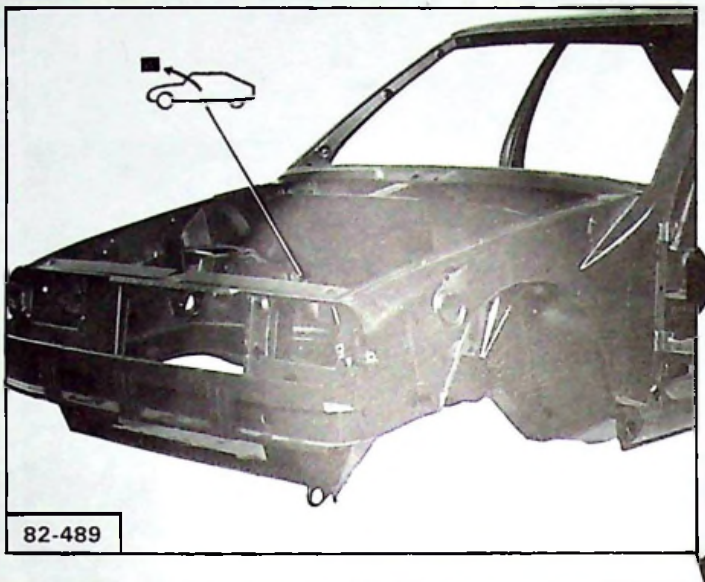
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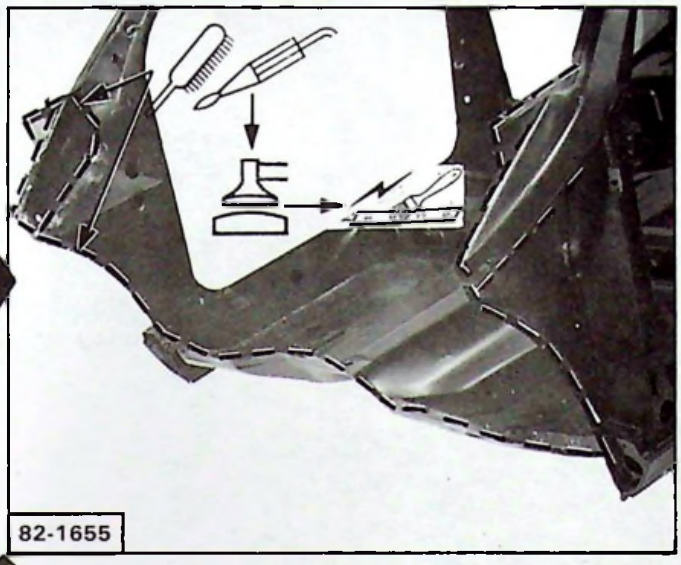
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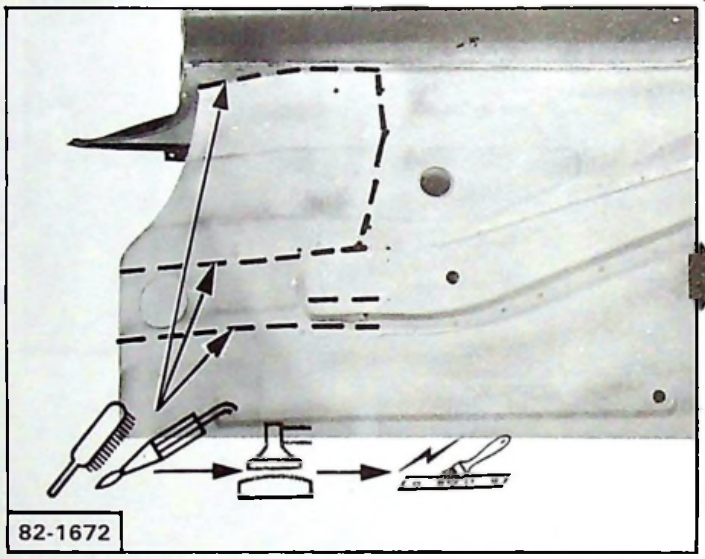
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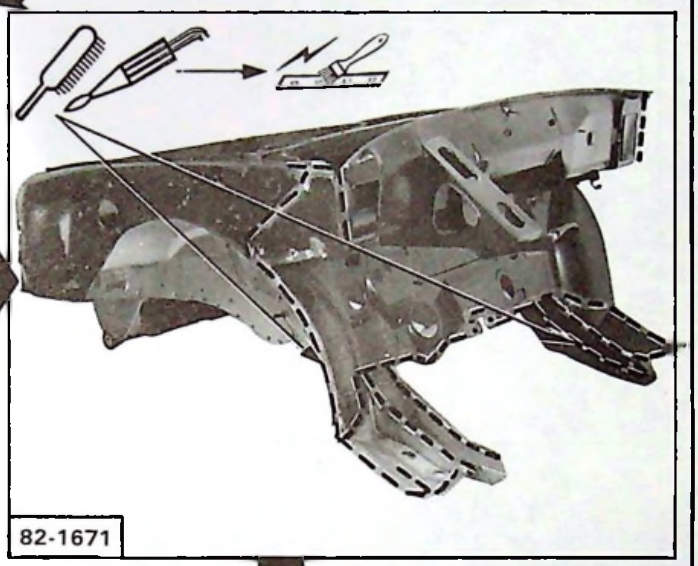
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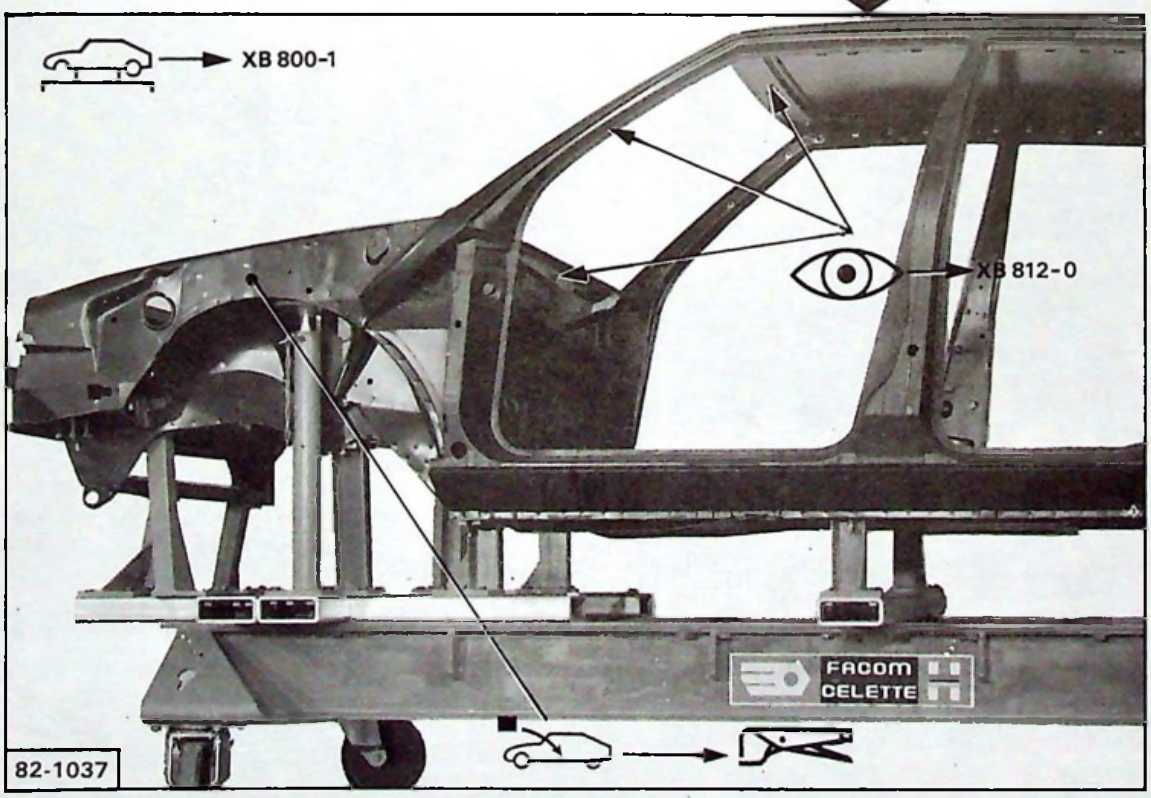
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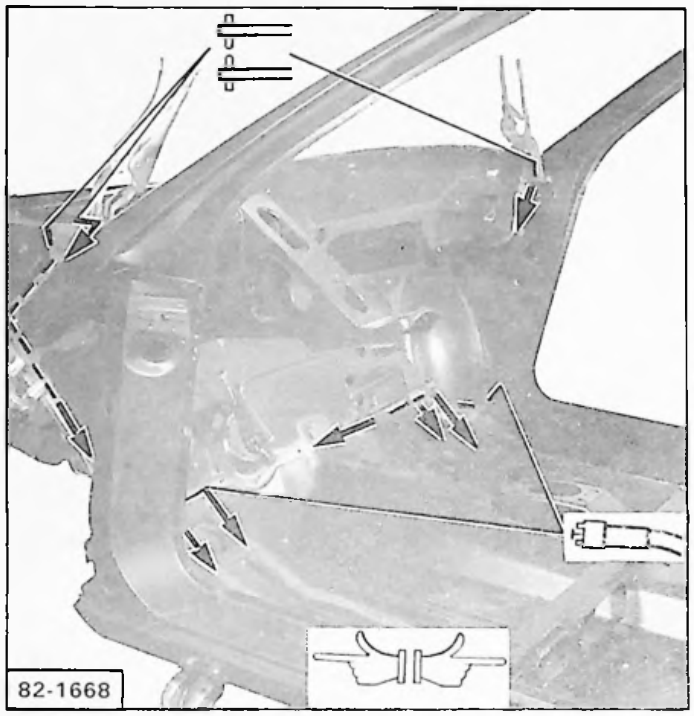
FACOM
CELETTE
82-1037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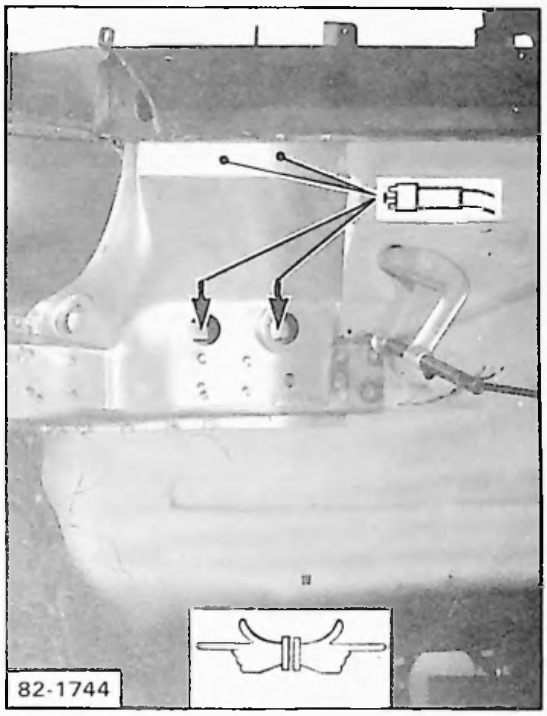
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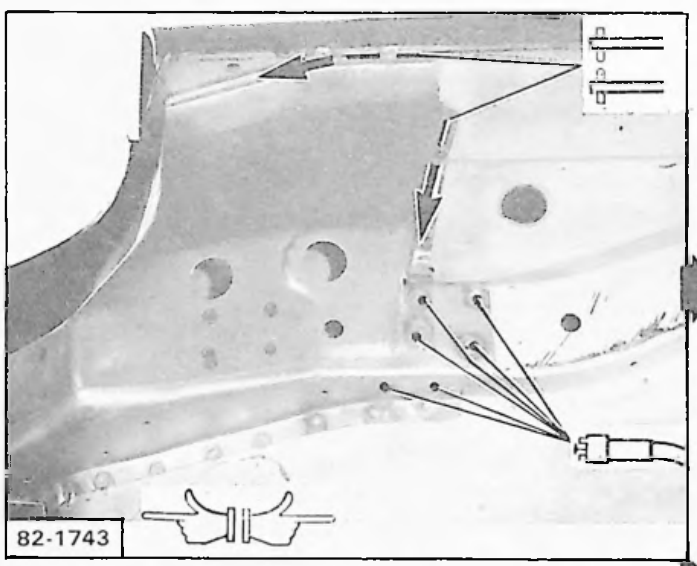
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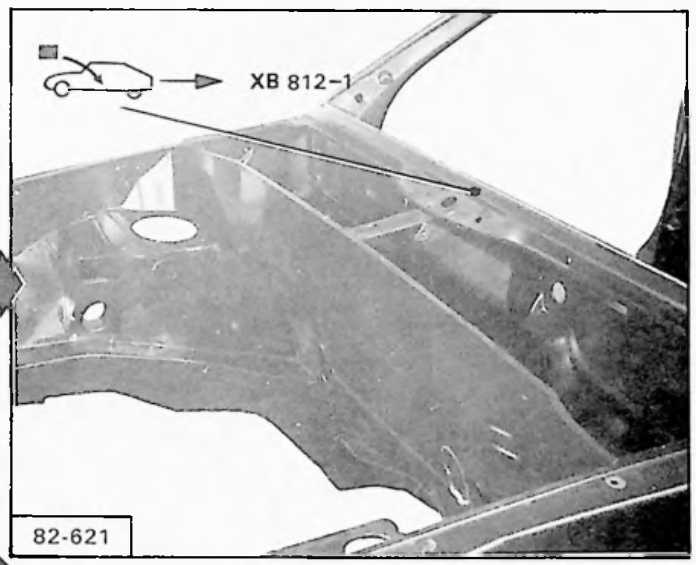
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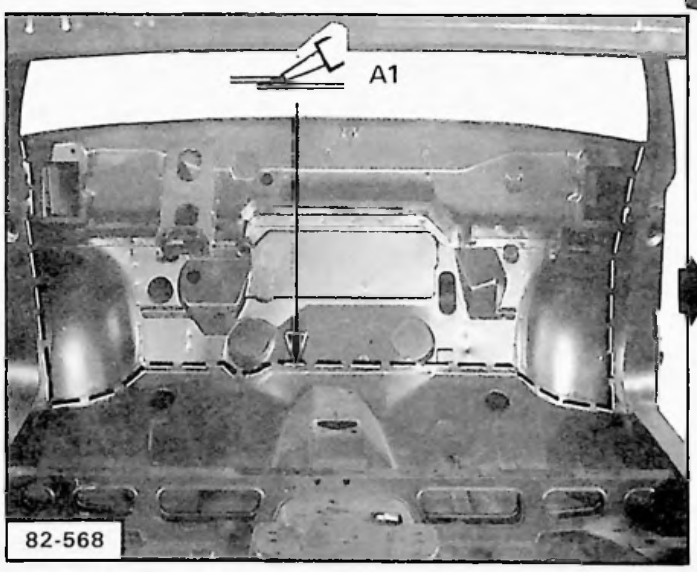
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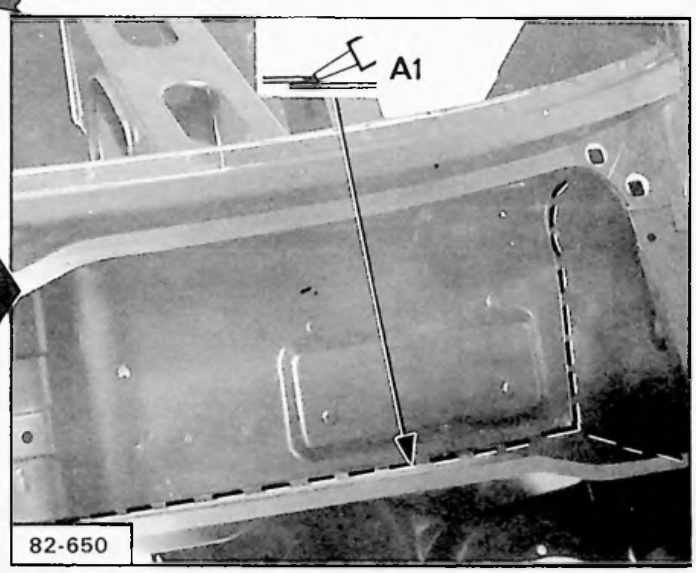
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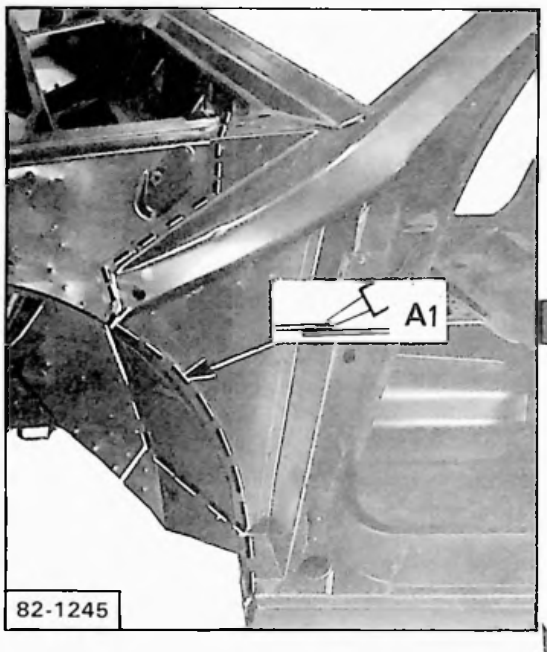
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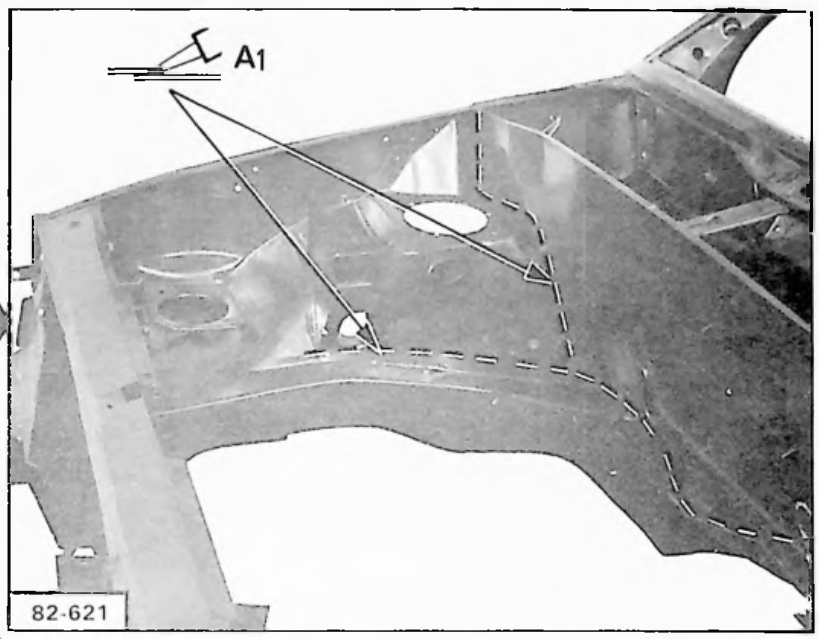
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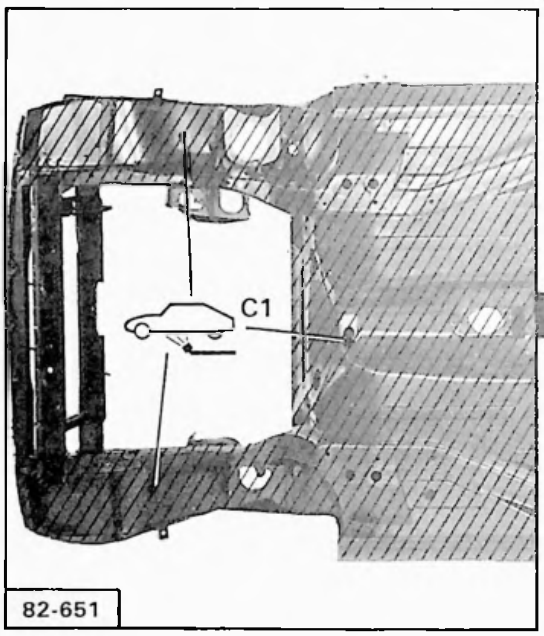
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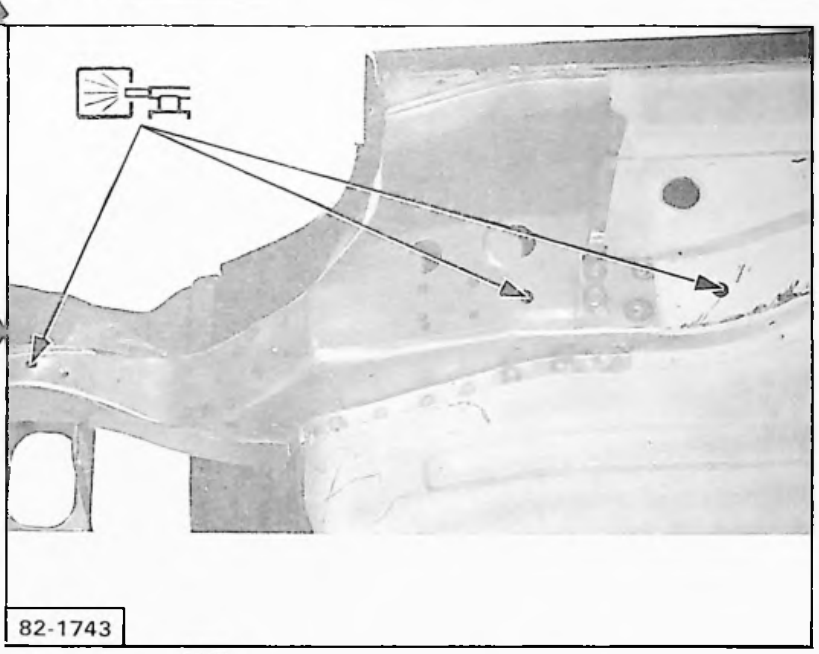
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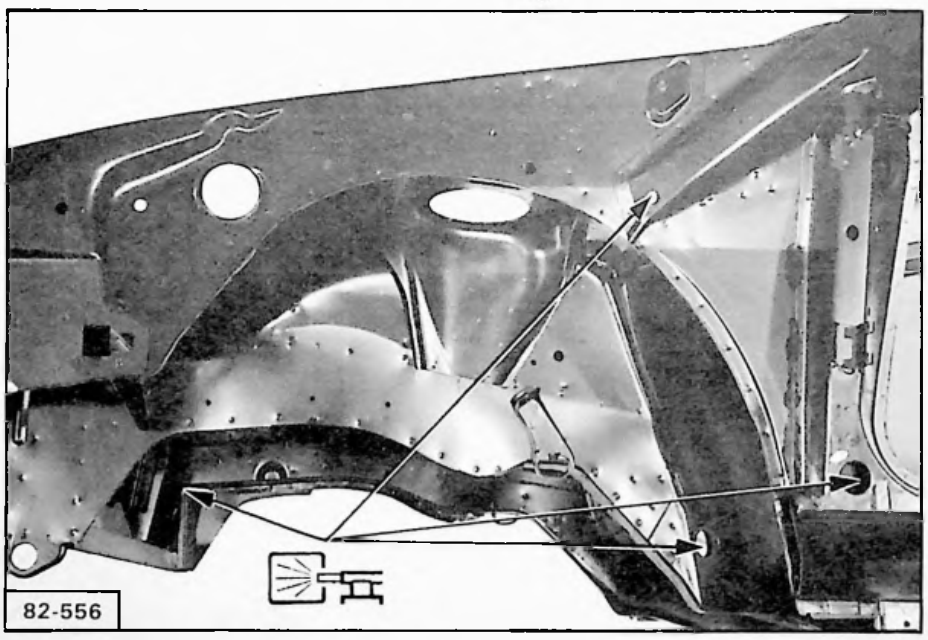
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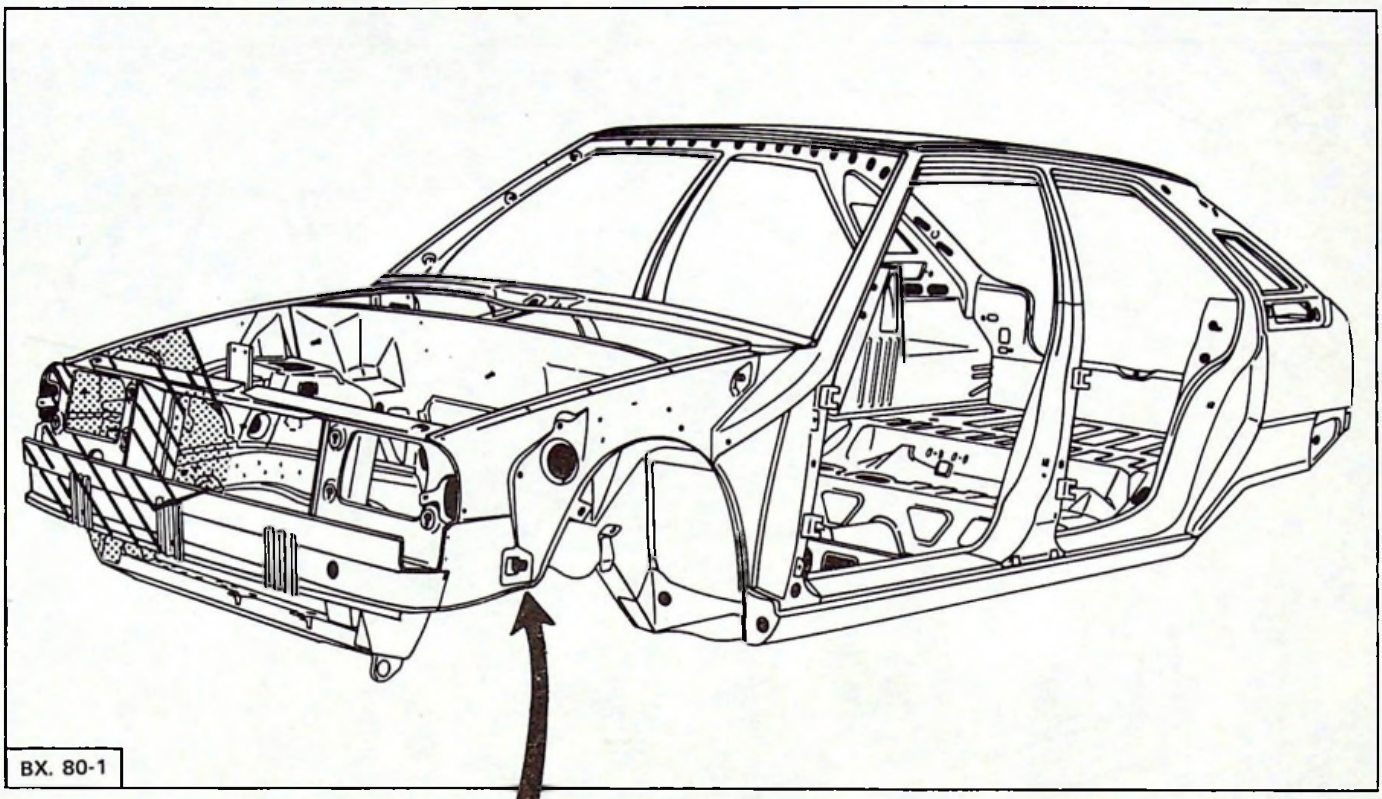

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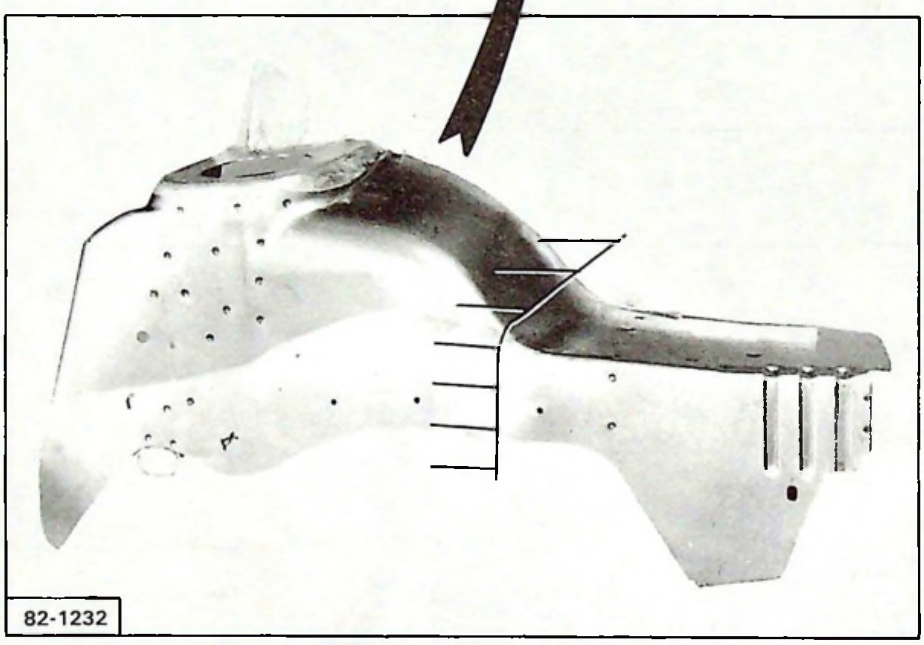

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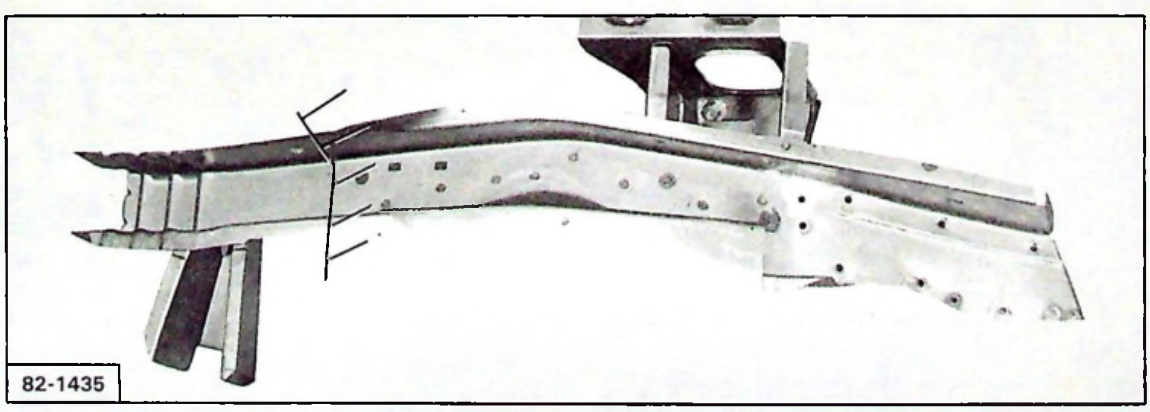

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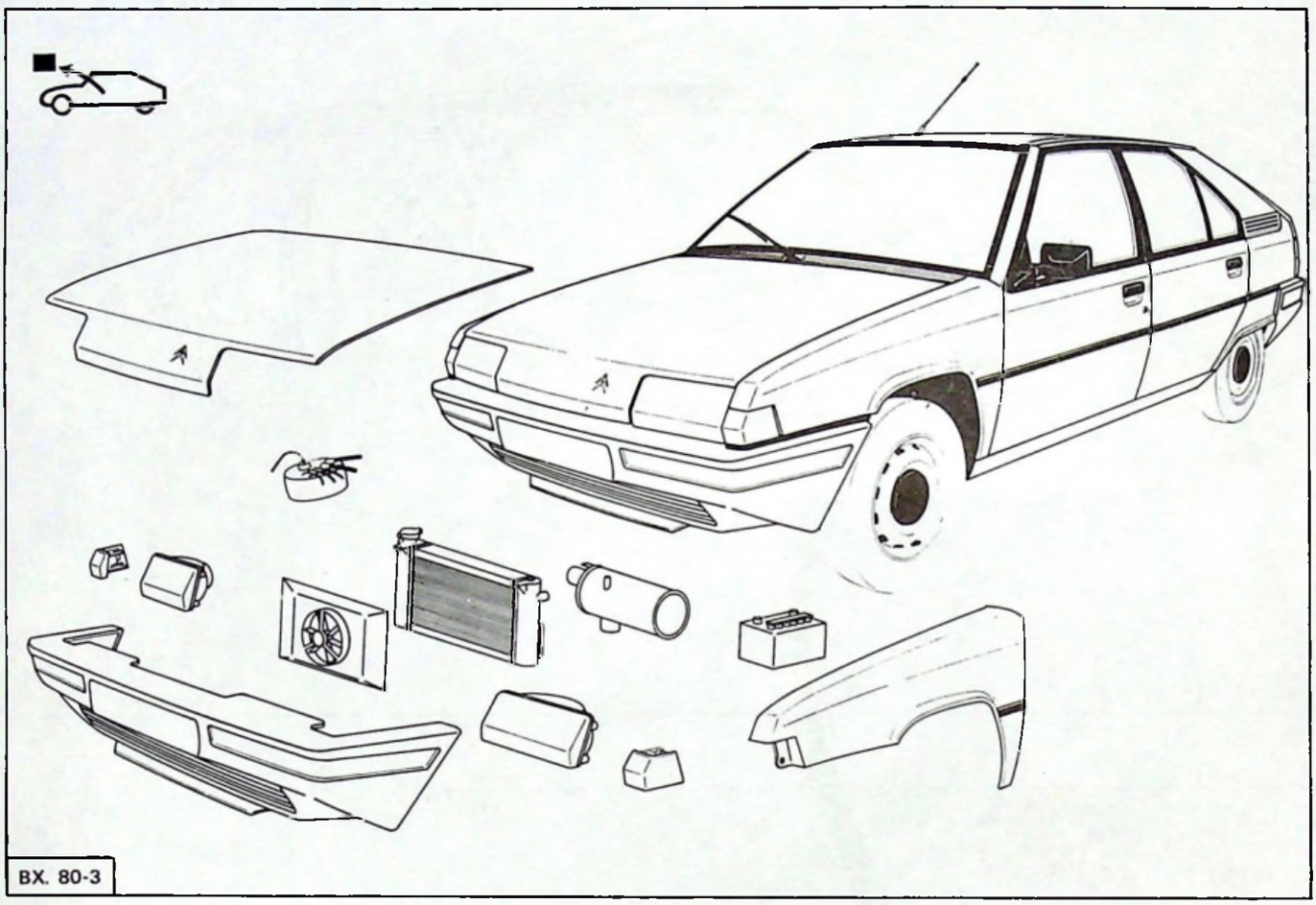

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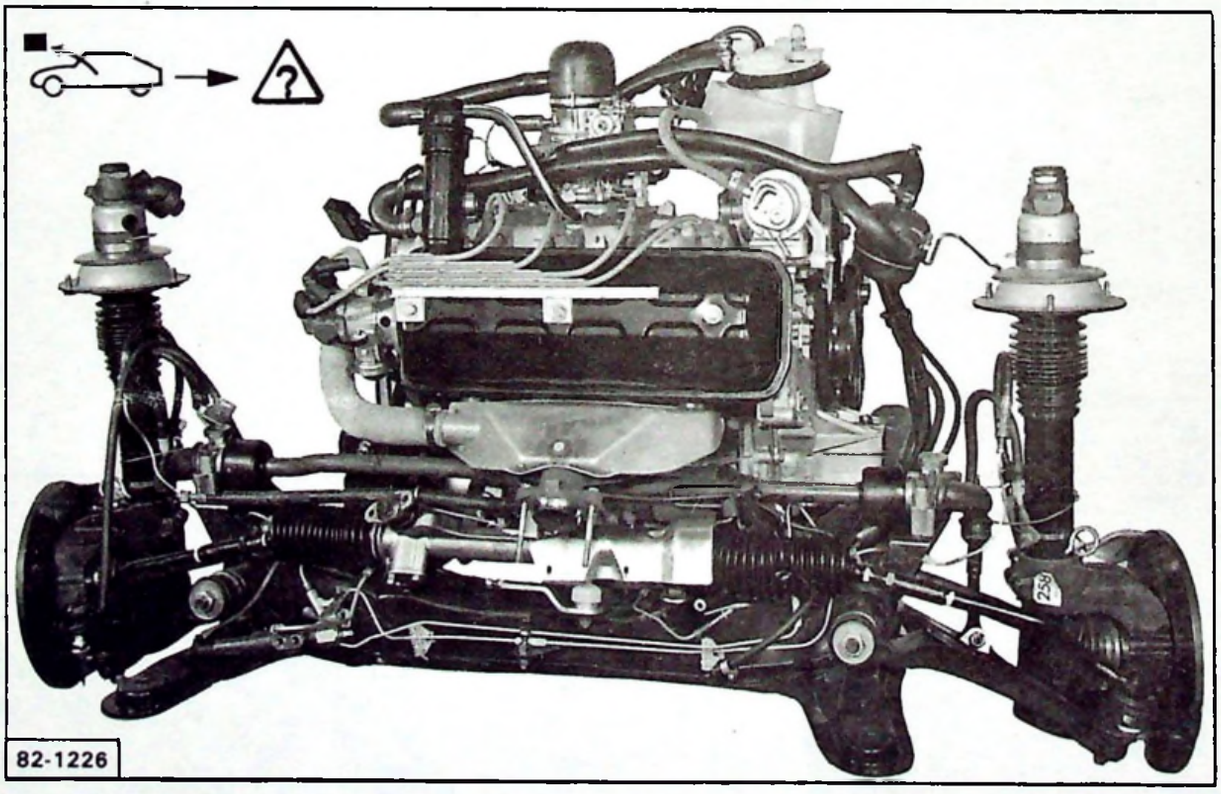

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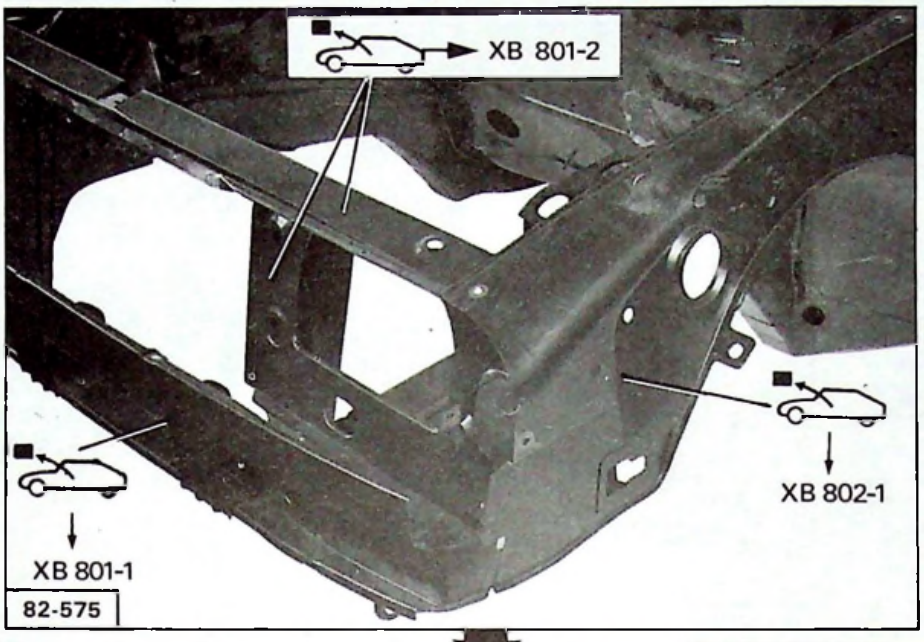
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XB 802-1
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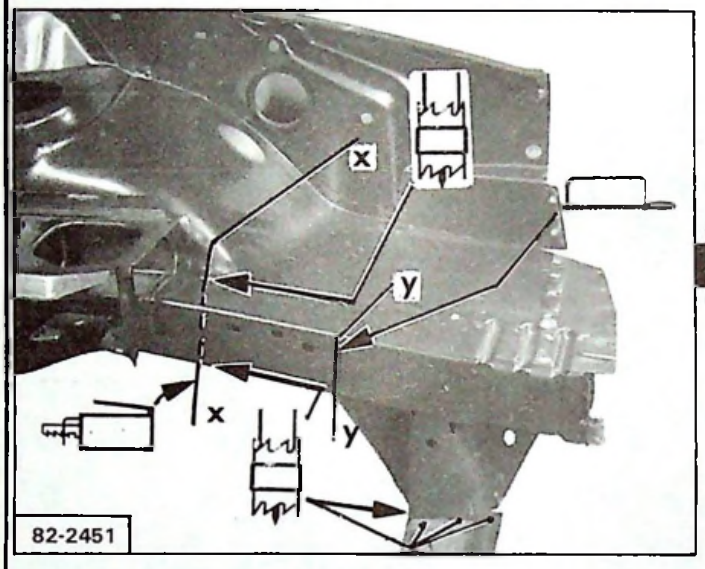
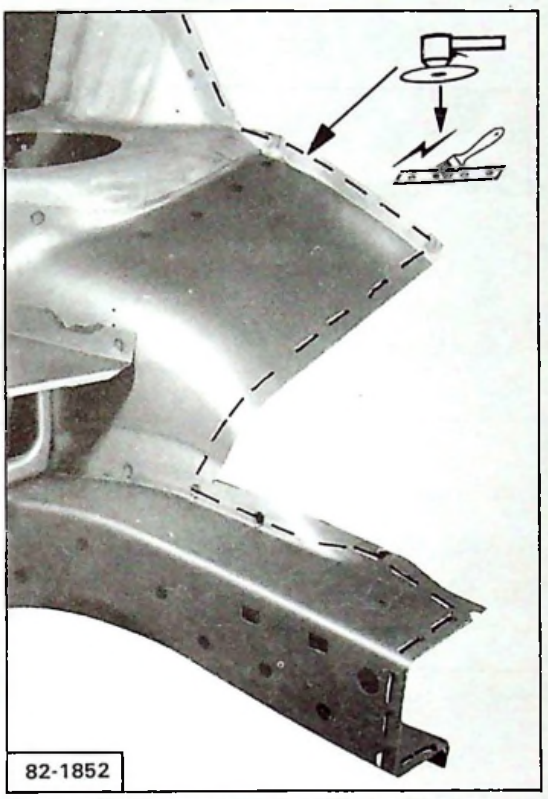
82-575


x
y
x
y
82-2451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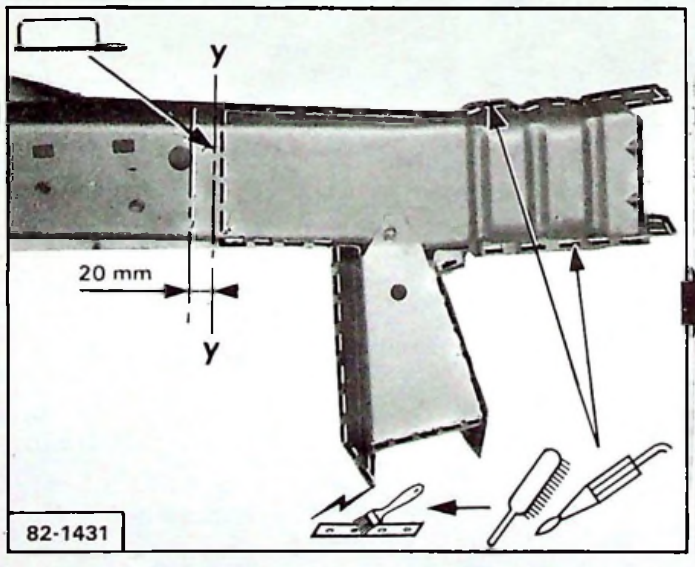
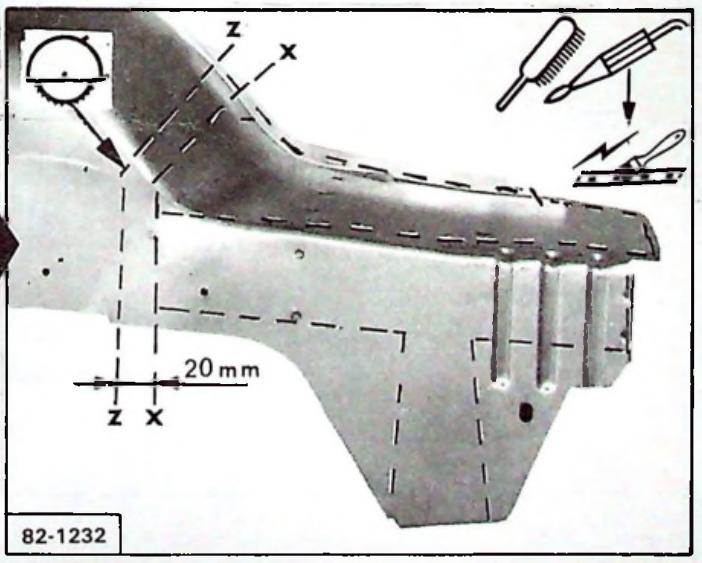
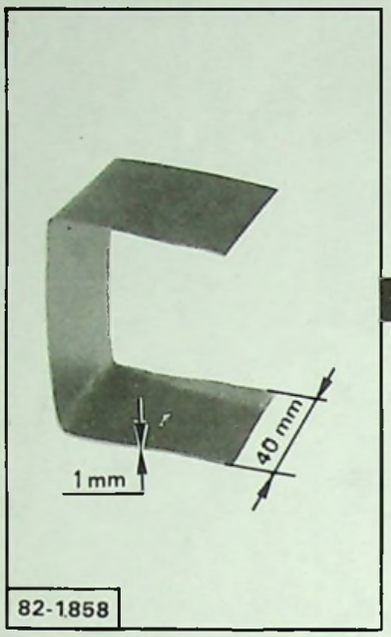

y
20 mm
y
82-1431


z
x
20 mm
z x
82-1232


40 mm
1 mm
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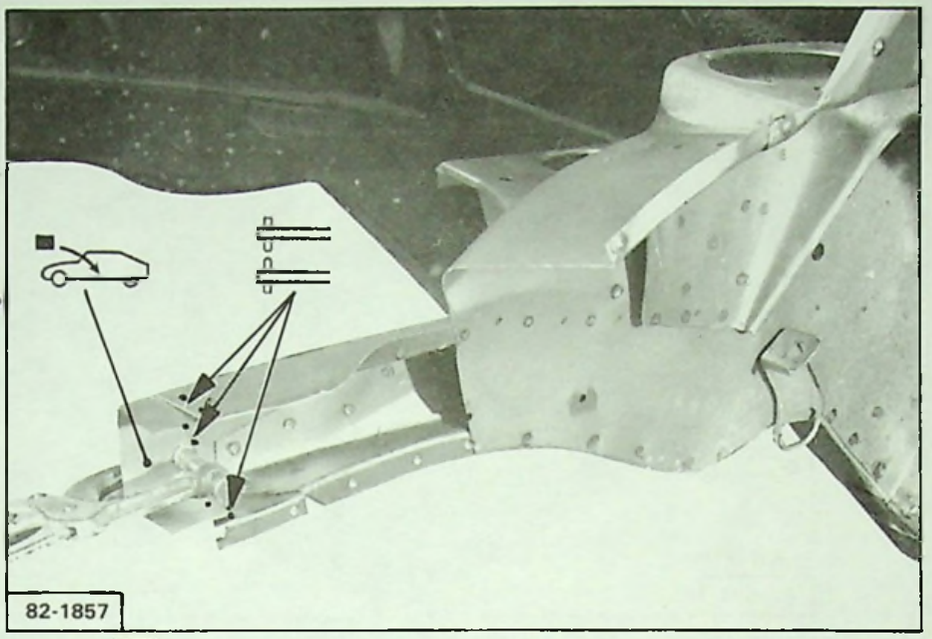
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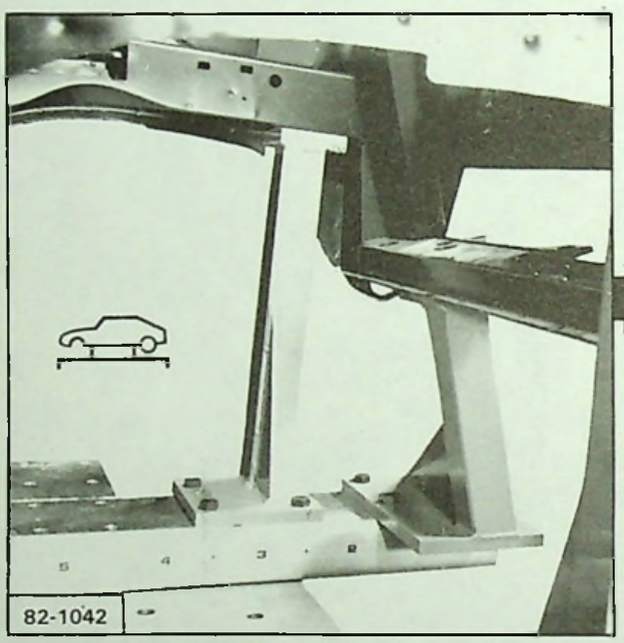
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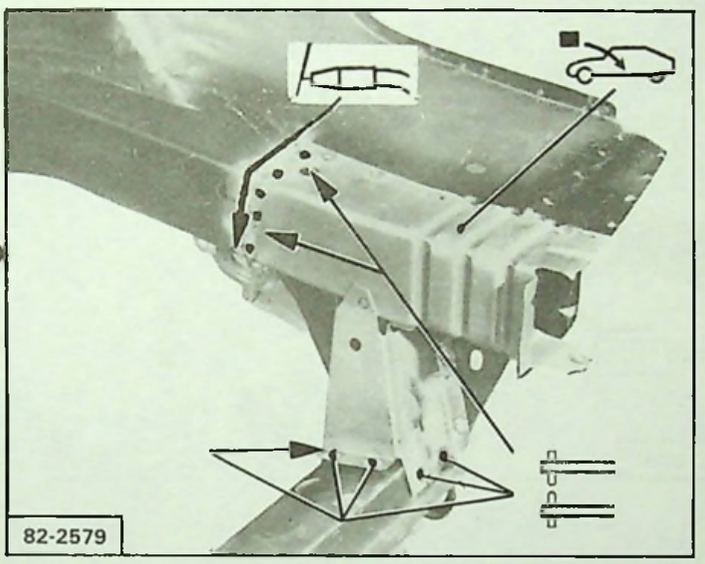
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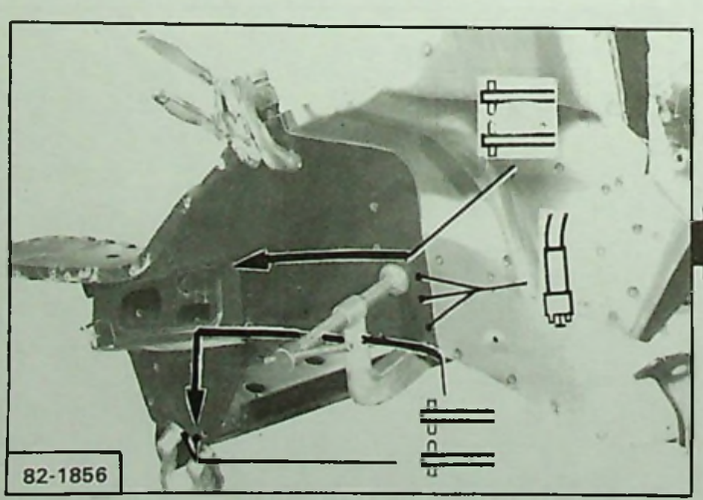
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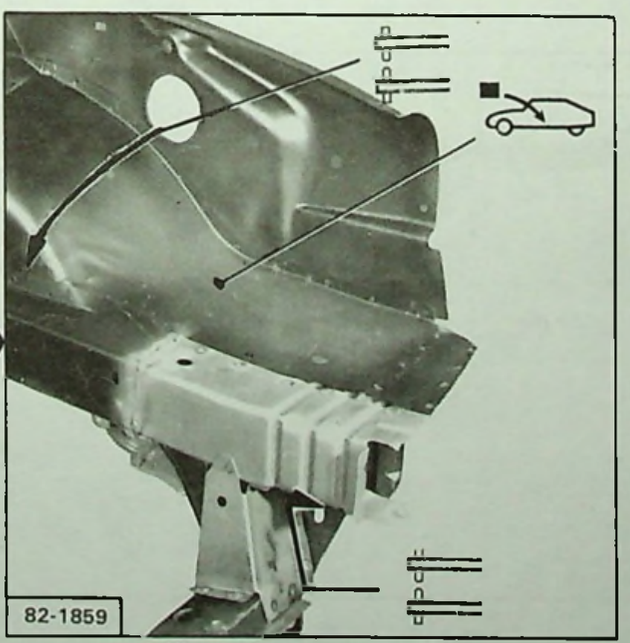
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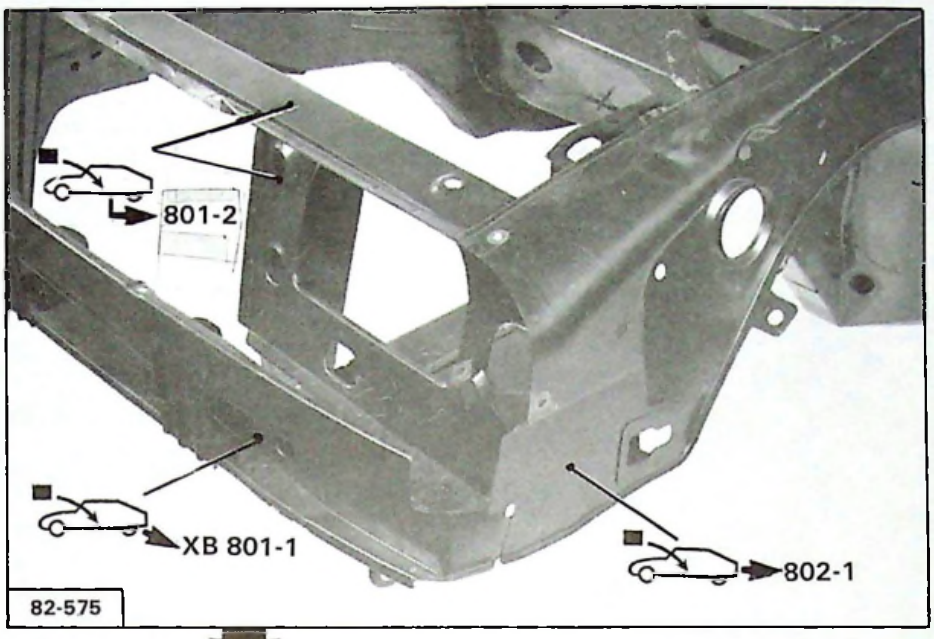
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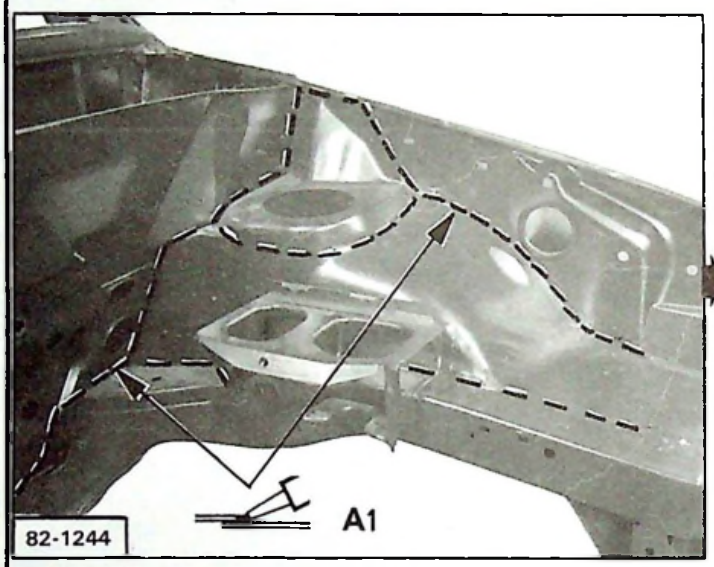
XB 801-1
802-1
82-575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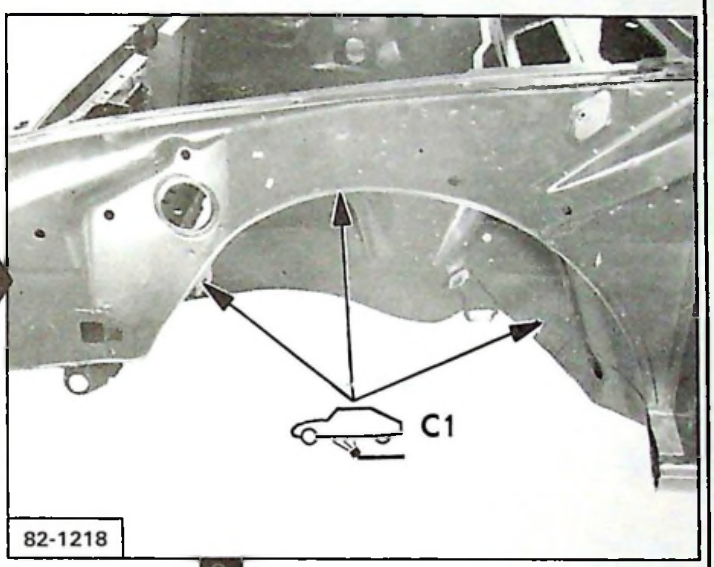
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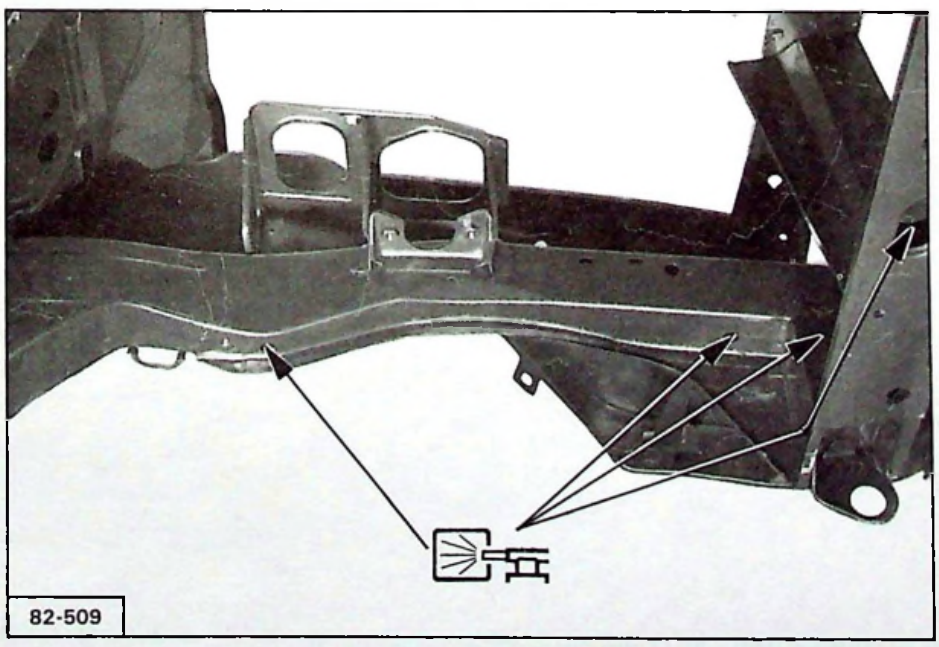

82-509

CONTROLE D'UNE BAIE DE PARE-BRISE

Lors du remplacement d'un (ou plusieurs) des éléments qui constituent l'encadrement du pare-brise, il est indispensable de s'assurer de la conformité de la baie au point de vue dimensions et planéité.

Contrôle dimensionnel :

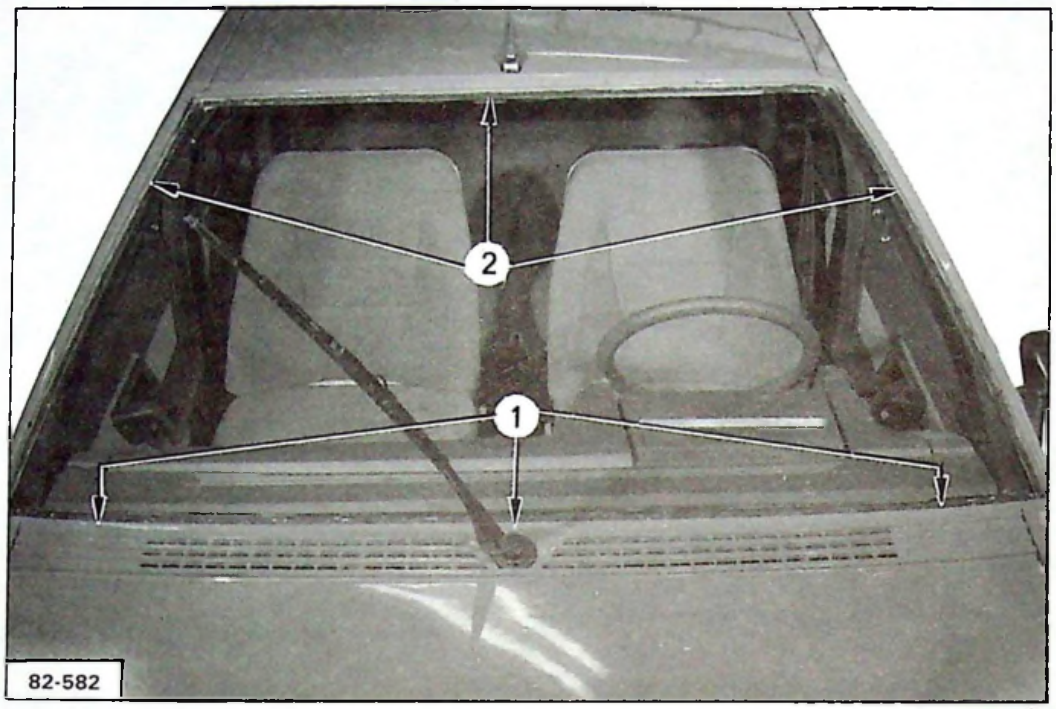
Disposer sur la feuillure, des cales **A** aux points **(1)** et **(2).** (Utiliser les cales contenues dans le kit de collage).

Présenter la glace, la laisser reposer sur les cales et la centrer sur la baie (les jeux doivent être égaux à gauche et à droite, et, dans le haut et le bas du pare-brise).
Vérifier le jeu périphérique, qui doit correspondre, à 1,5 mm près, à l'épaisseur des cales de réglage : soit 5 mm.

Contrôle de la planéité :

Présenter la glace (sans calage d'épaisseur entre fond de feuillure et glace) et la centrer sur la baie.

Contrôler la planéité de la feuillure : *les défauts de planéité ne doivent pas dépasser 2 mm.*



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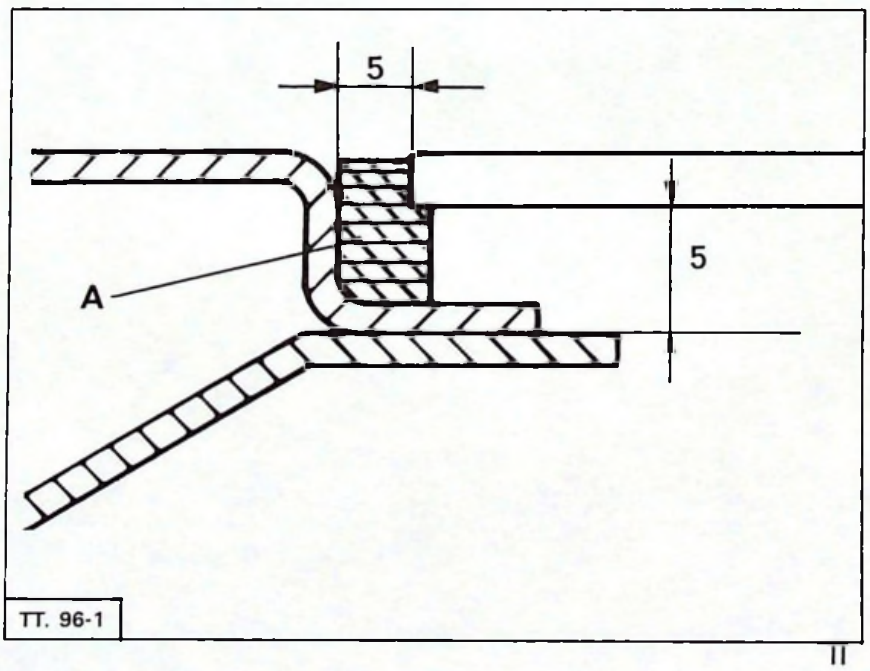

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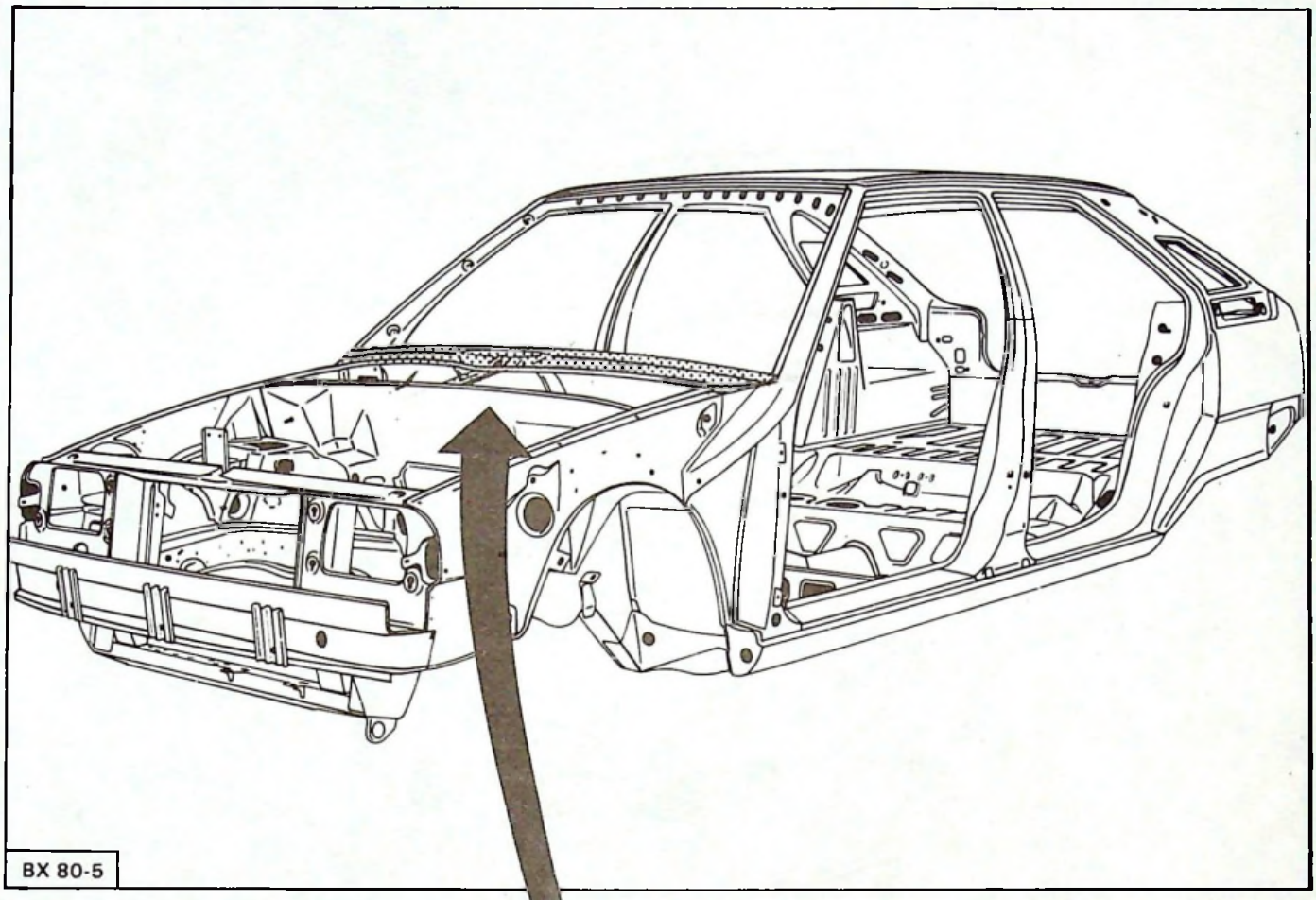
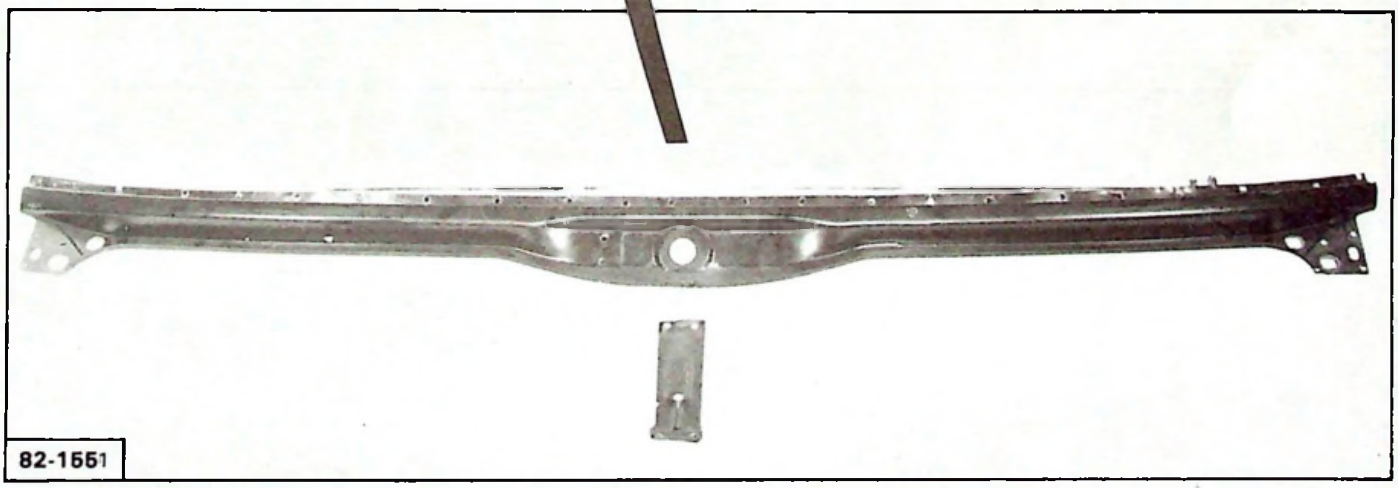


BX 80-5



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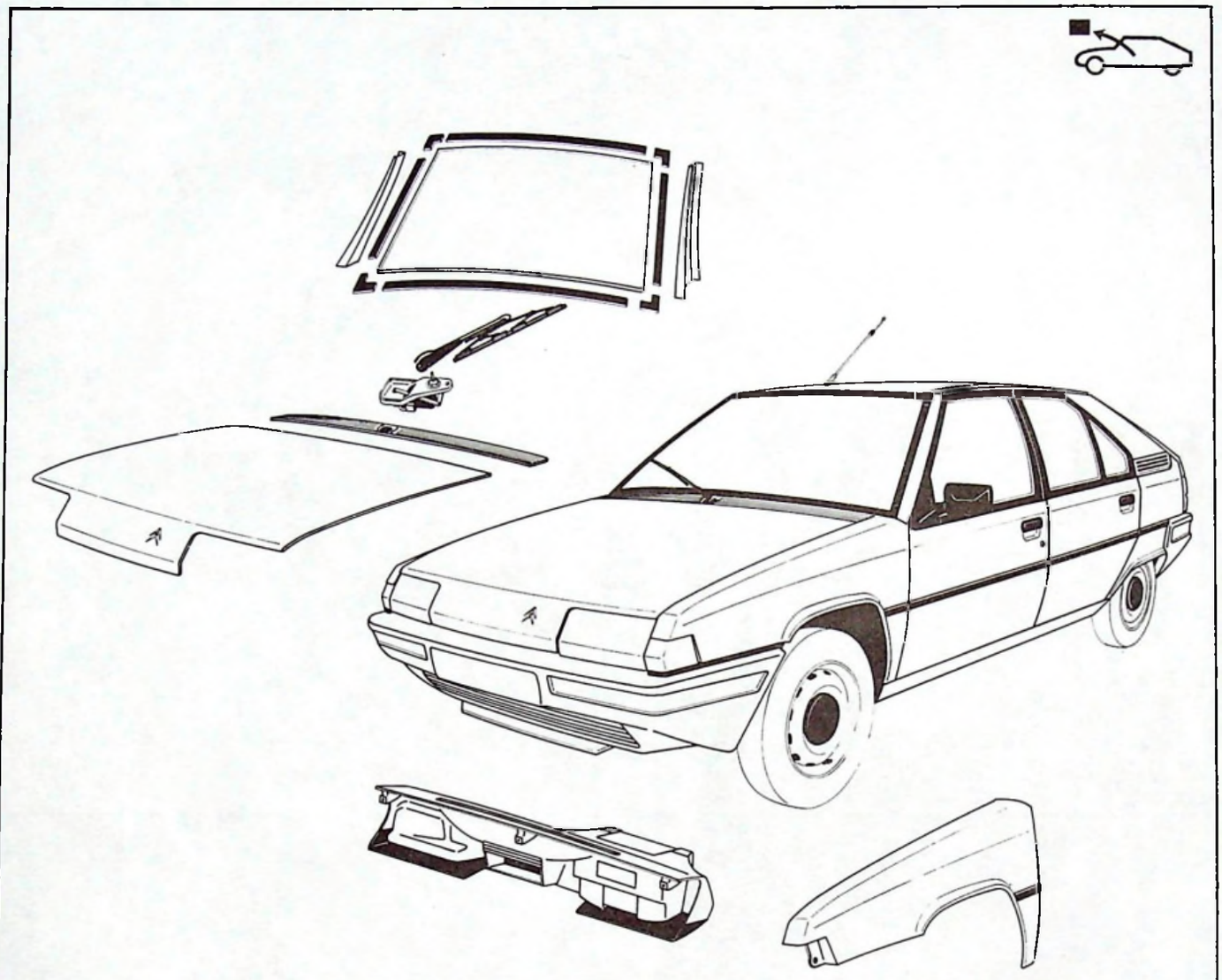
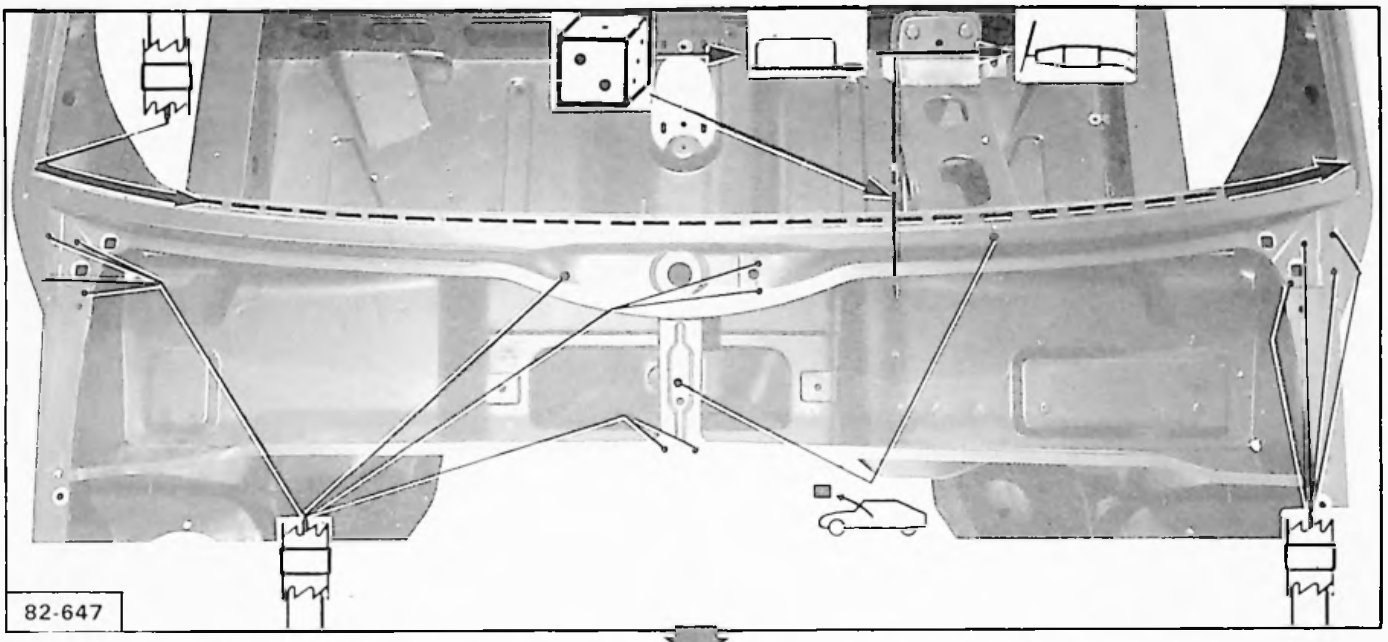


BX 80-3 | BX 80-8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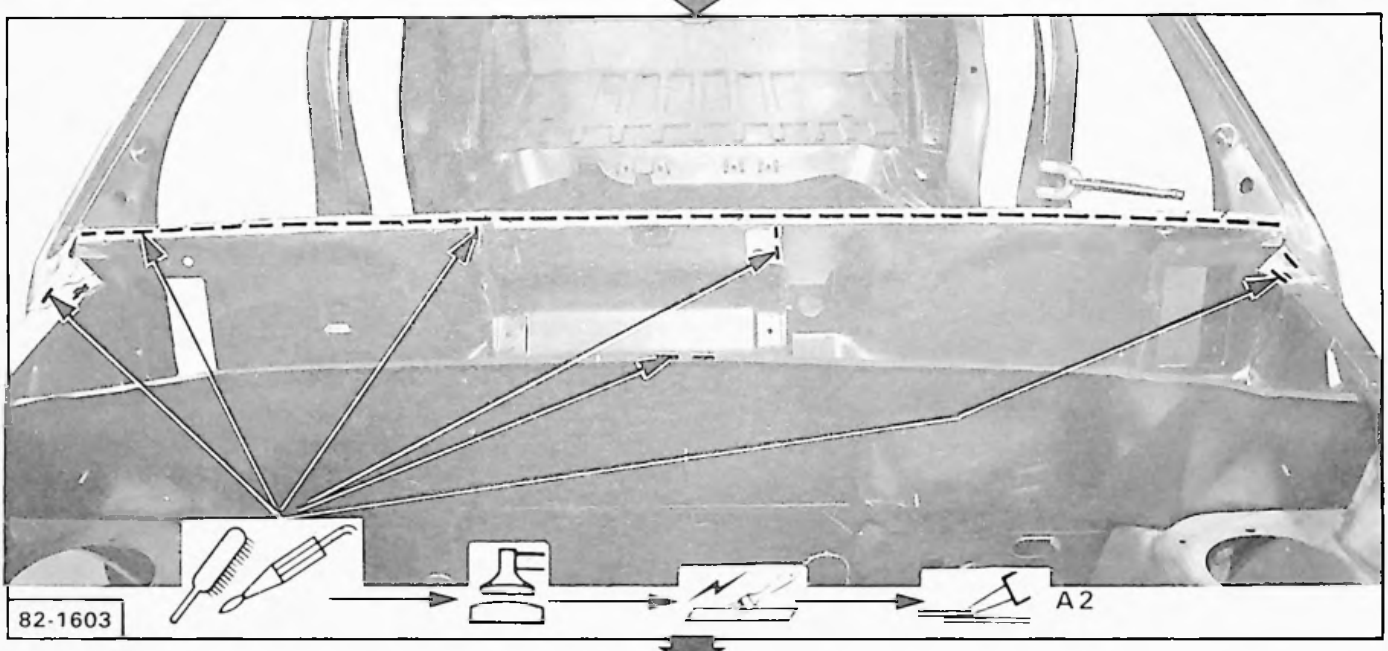
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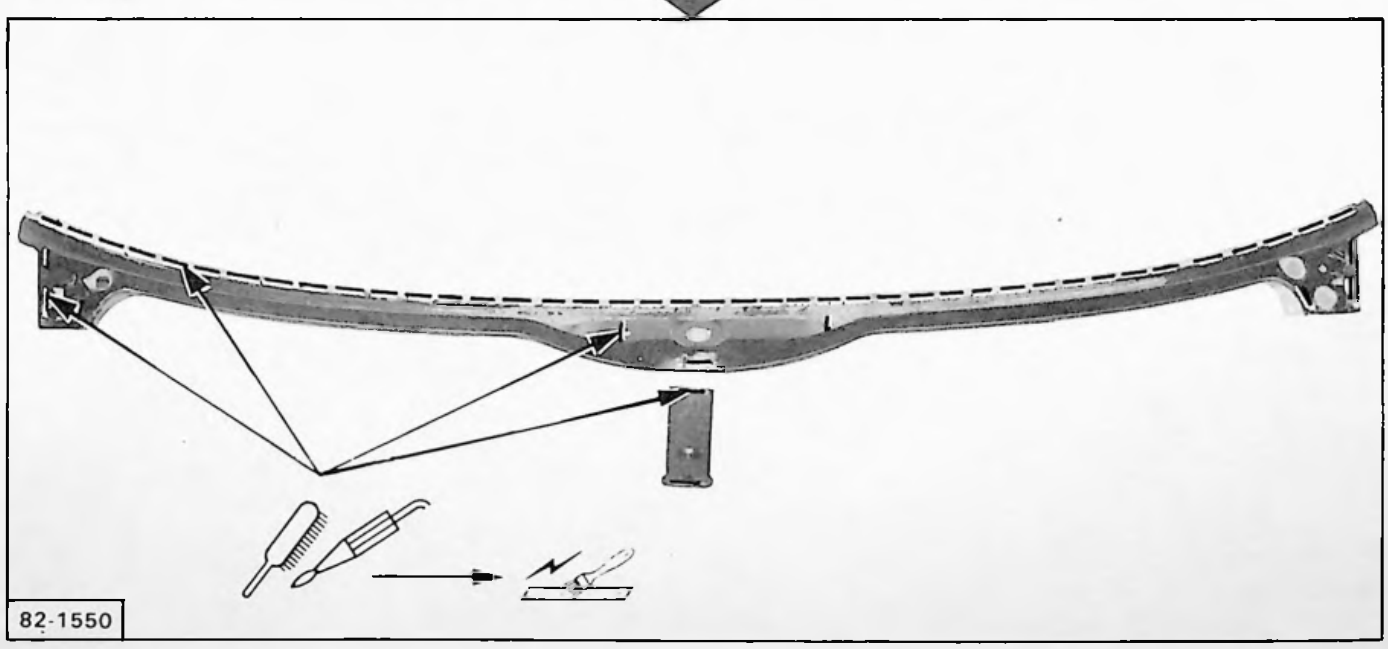
A2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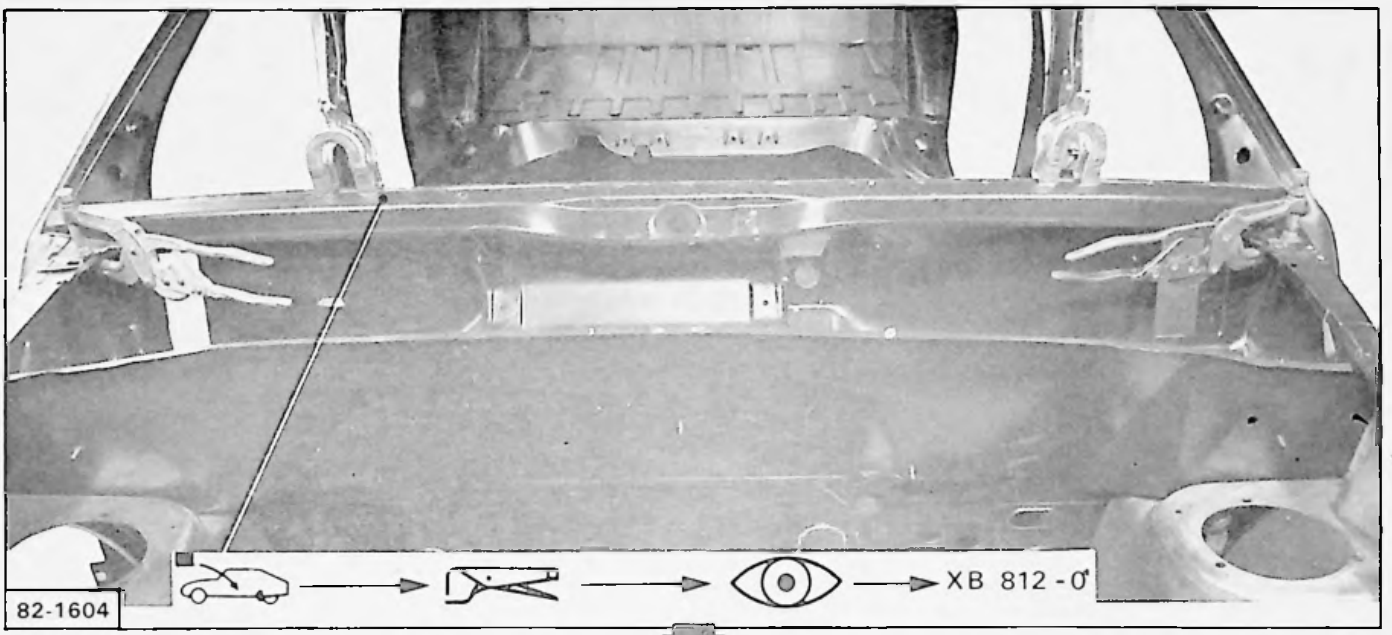
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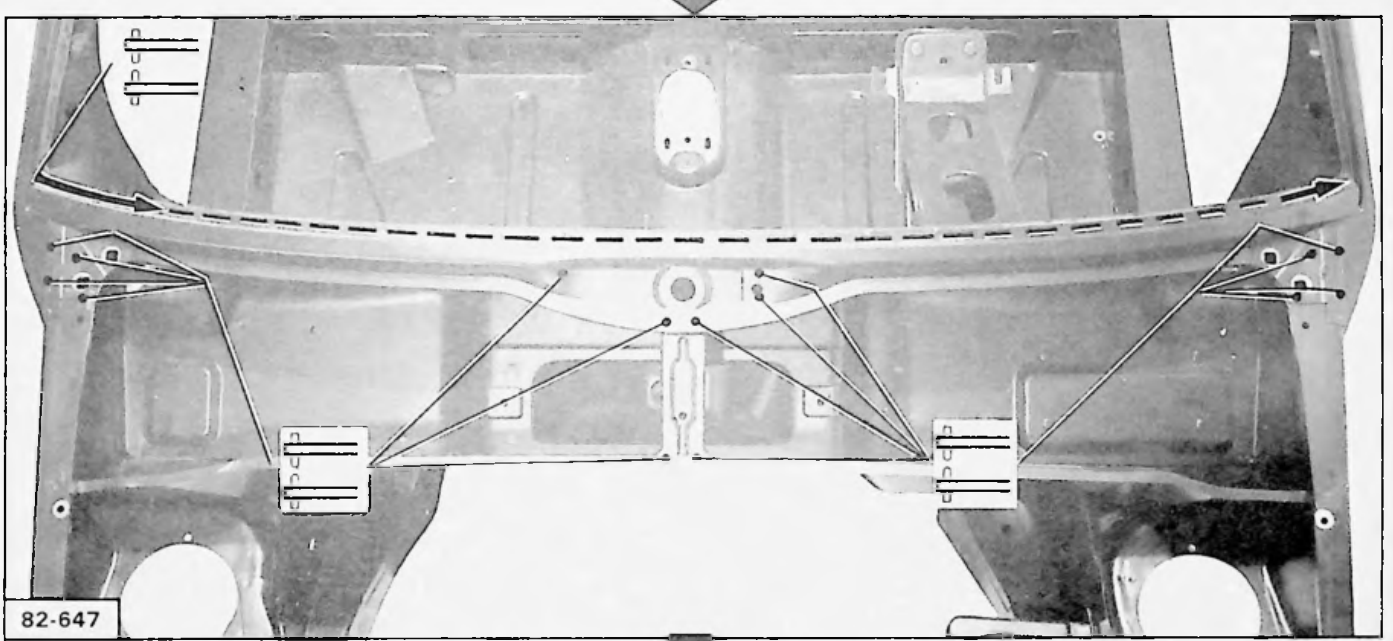
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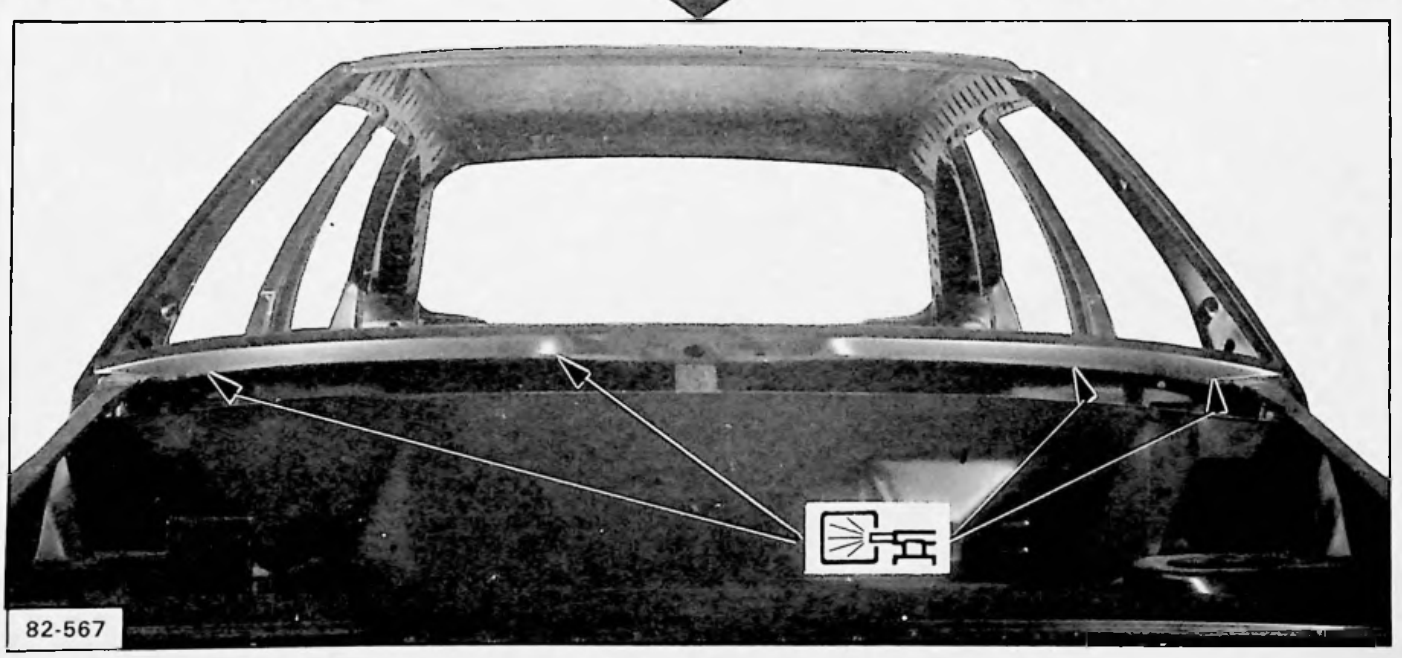
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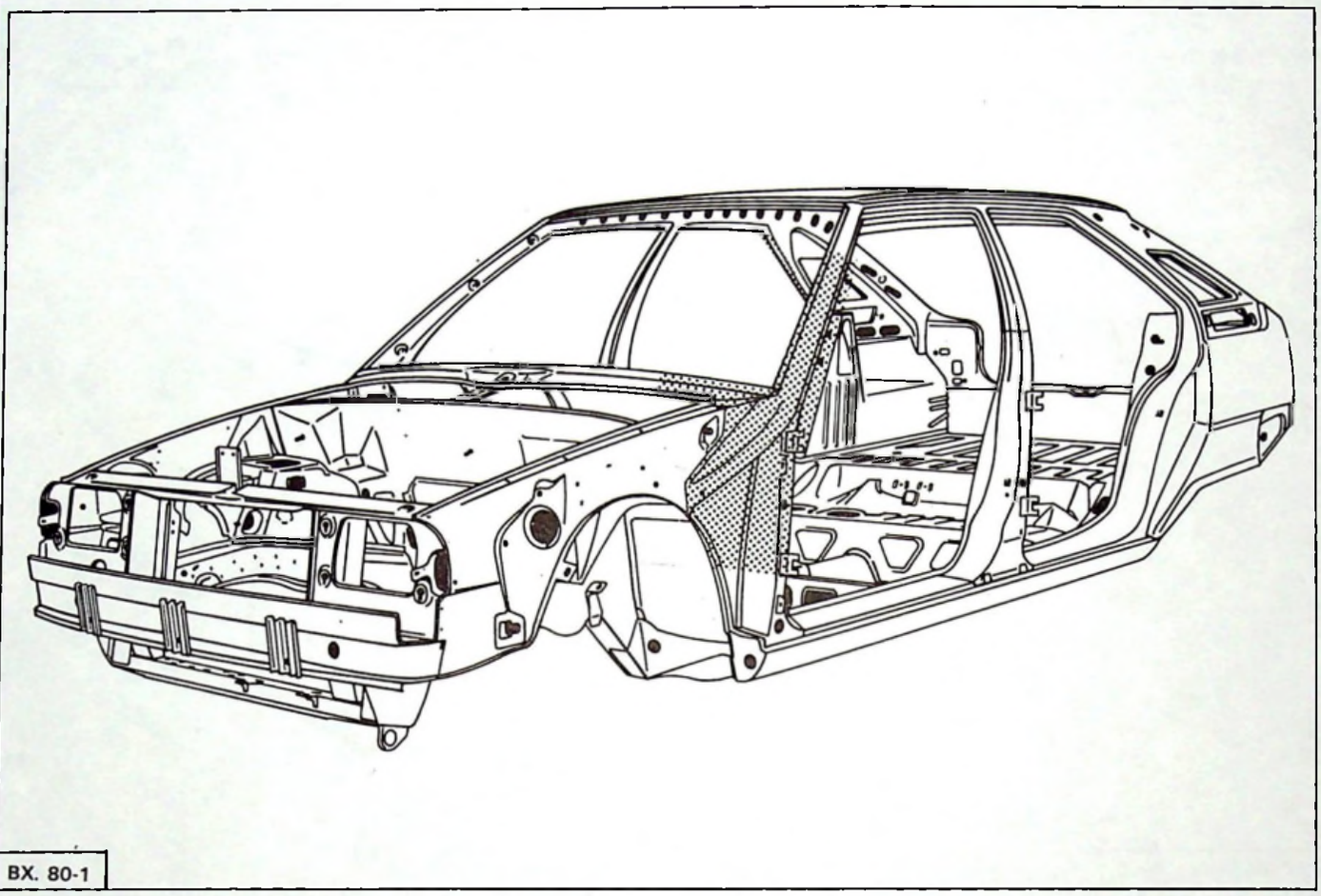

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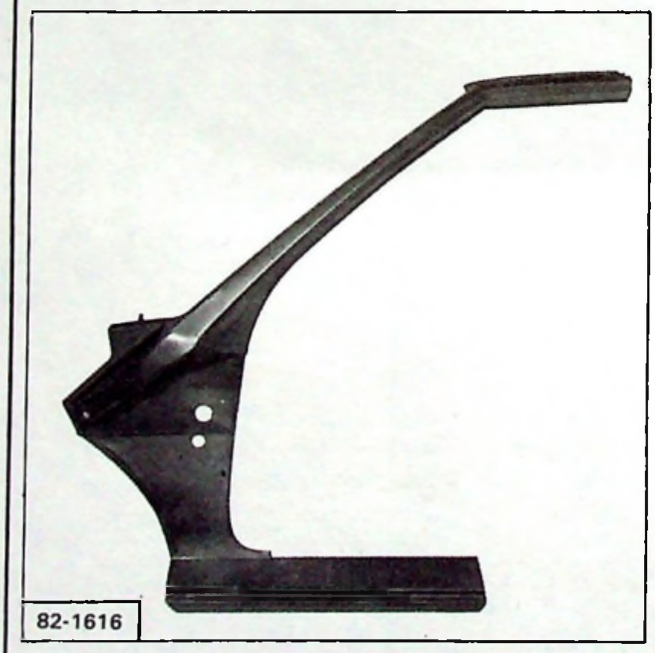

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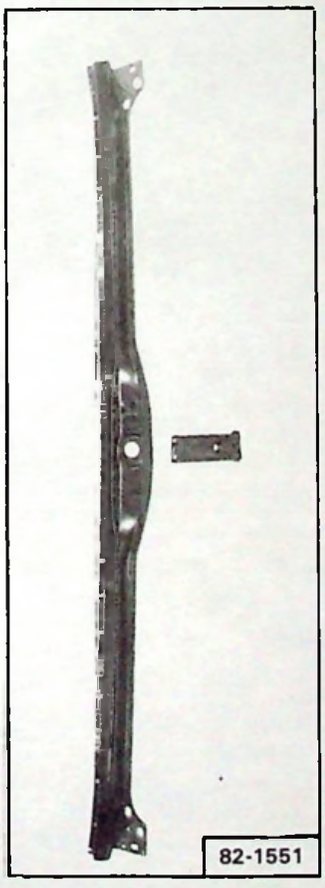

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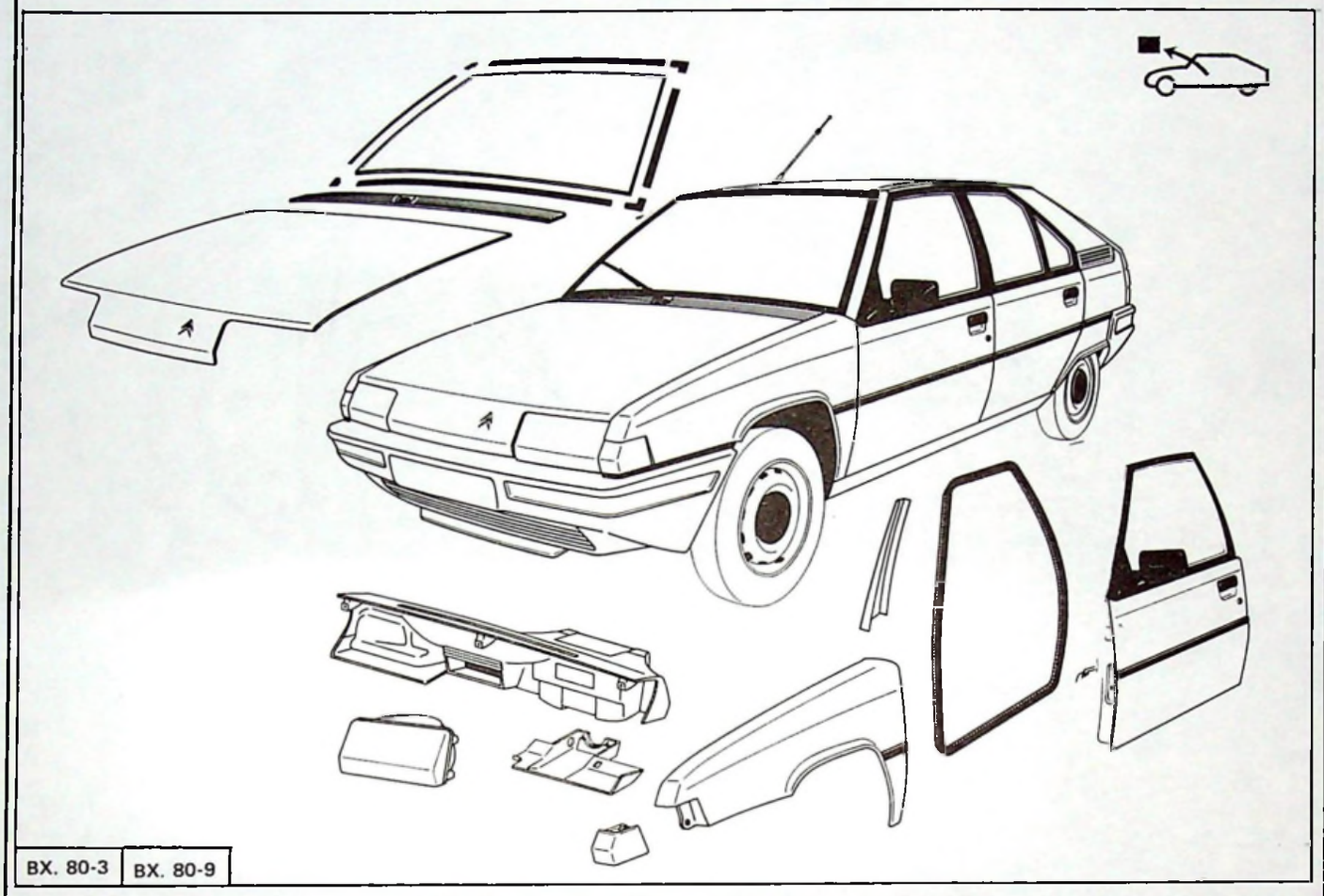

BX. 80-3 | BX. 80-9

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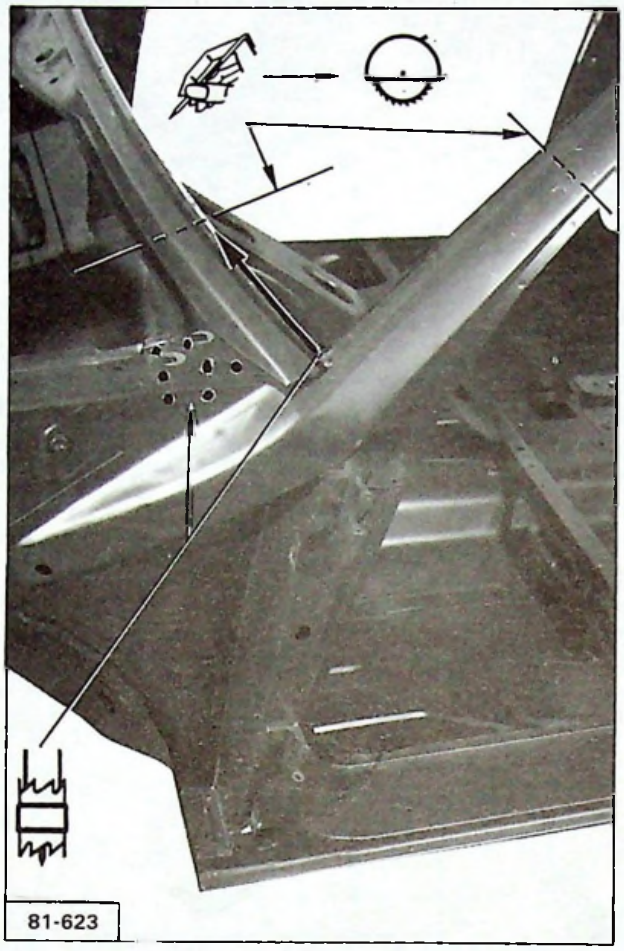
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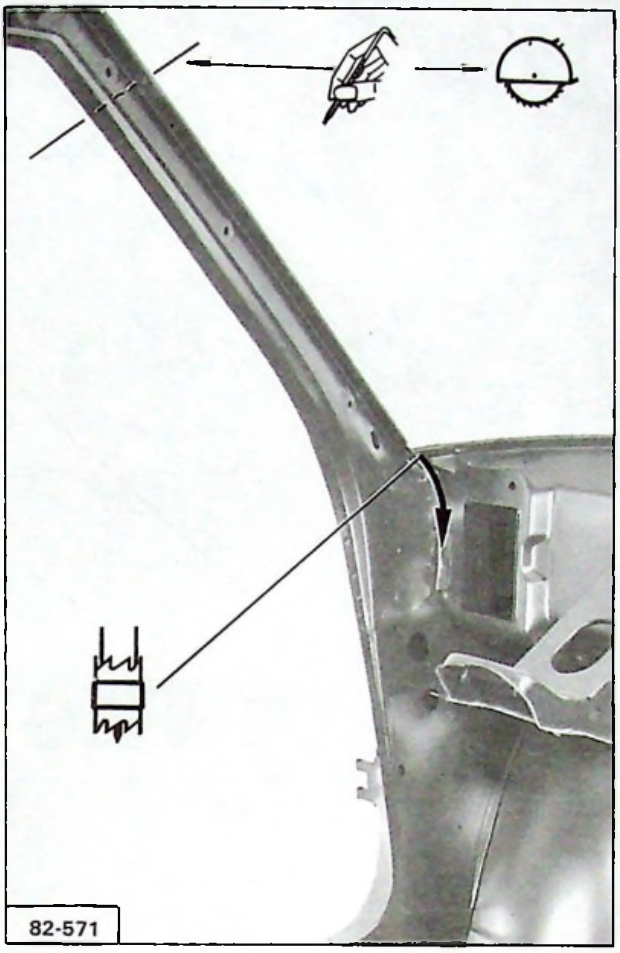
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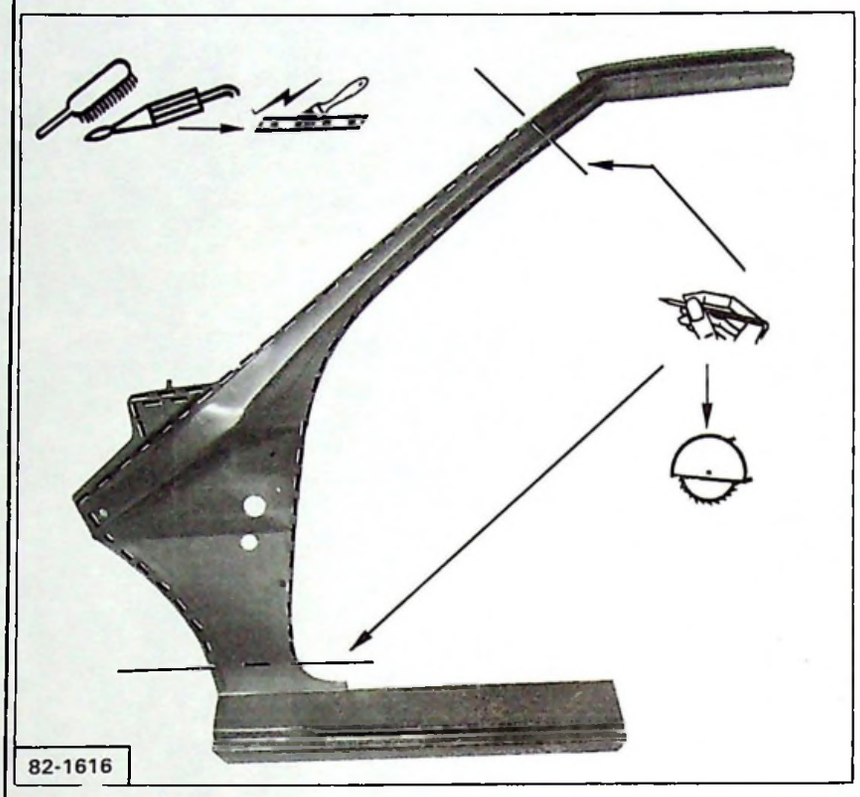
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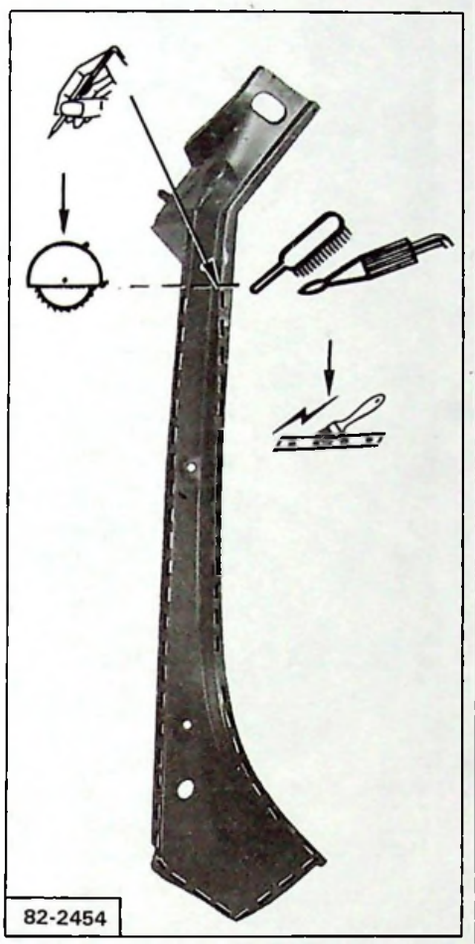
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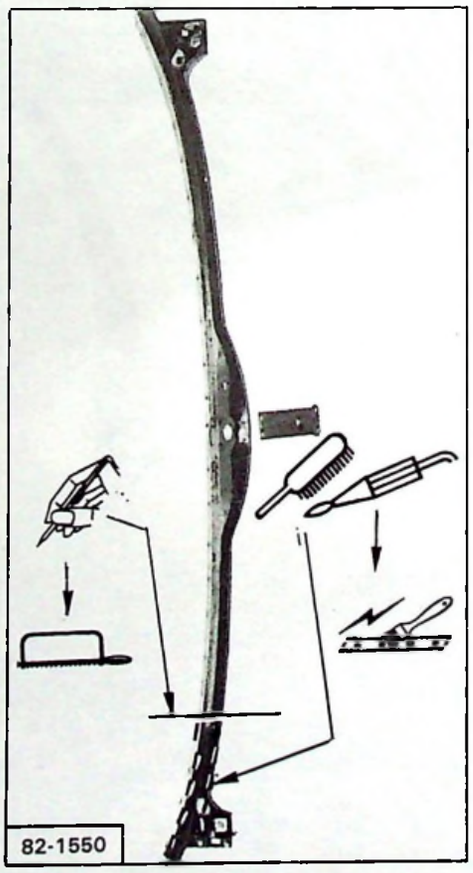
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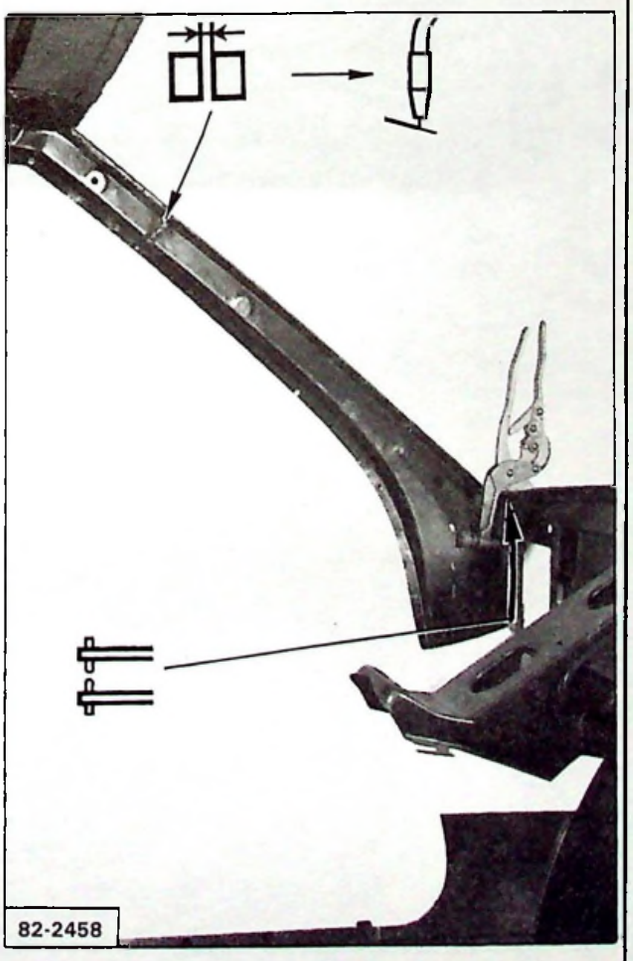
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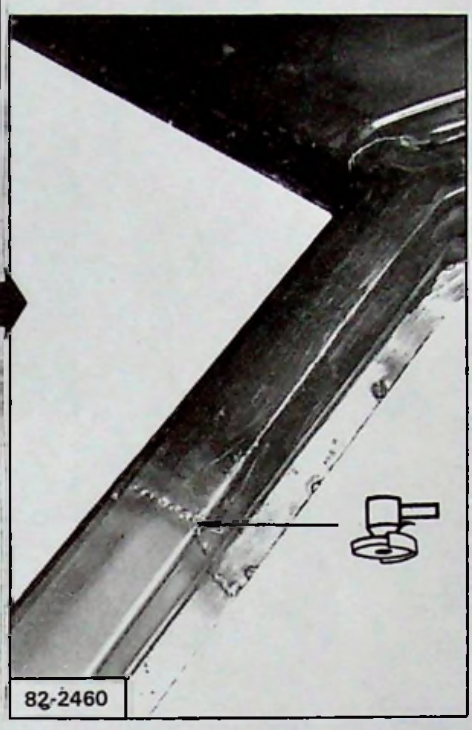
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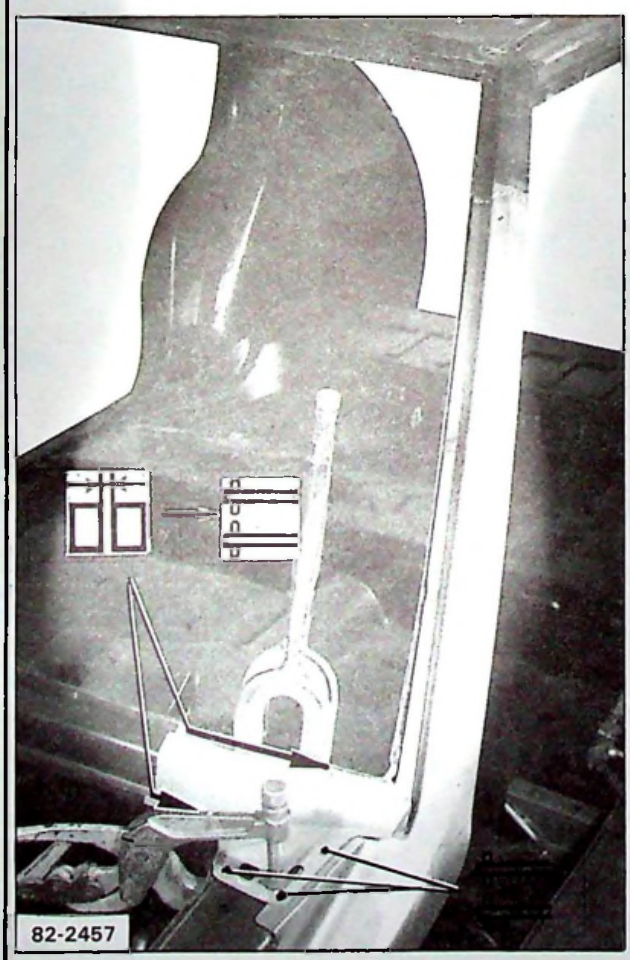
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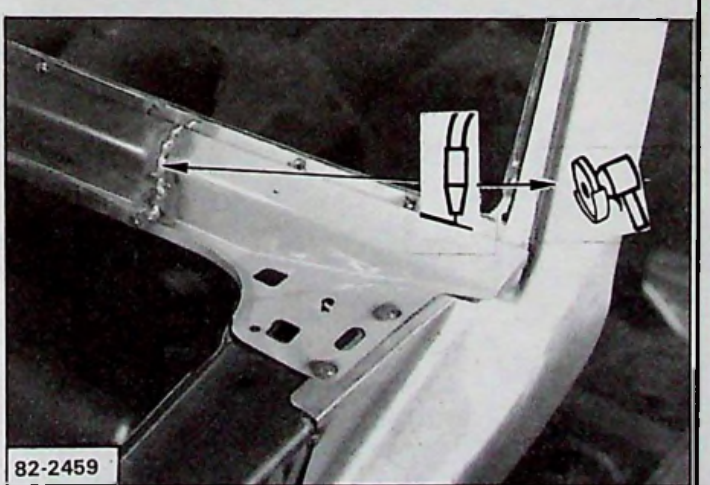
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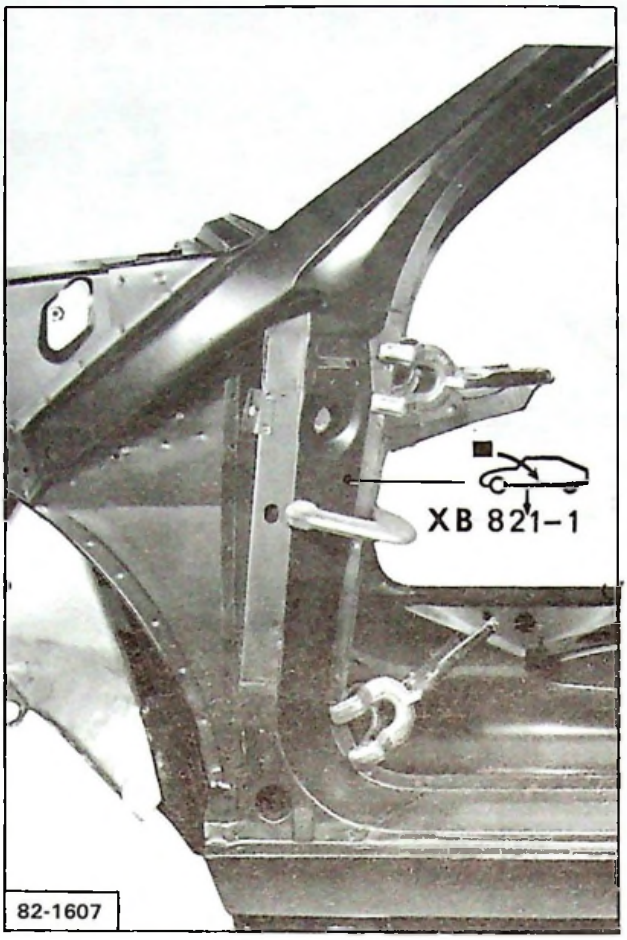
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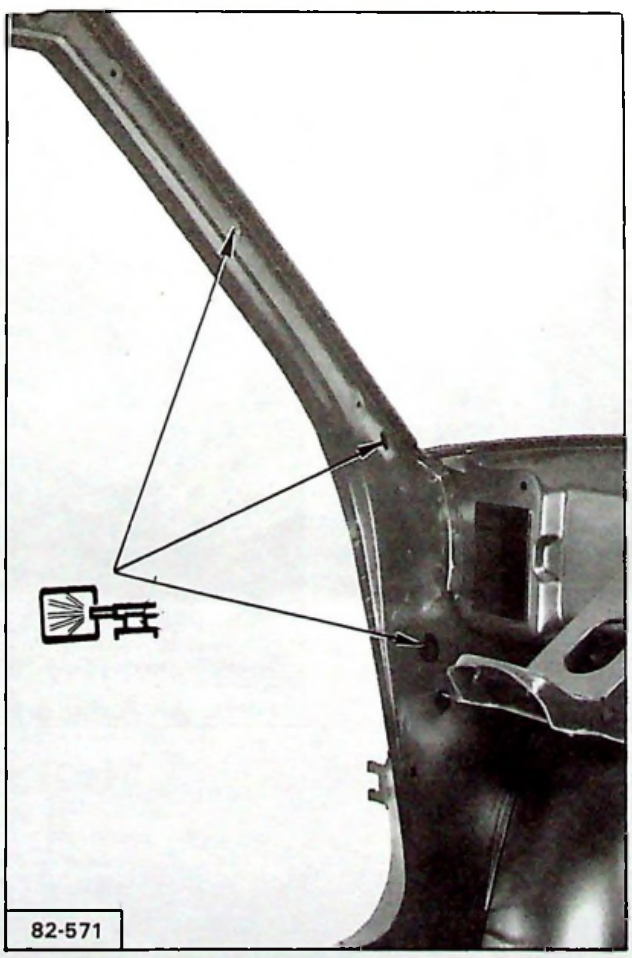
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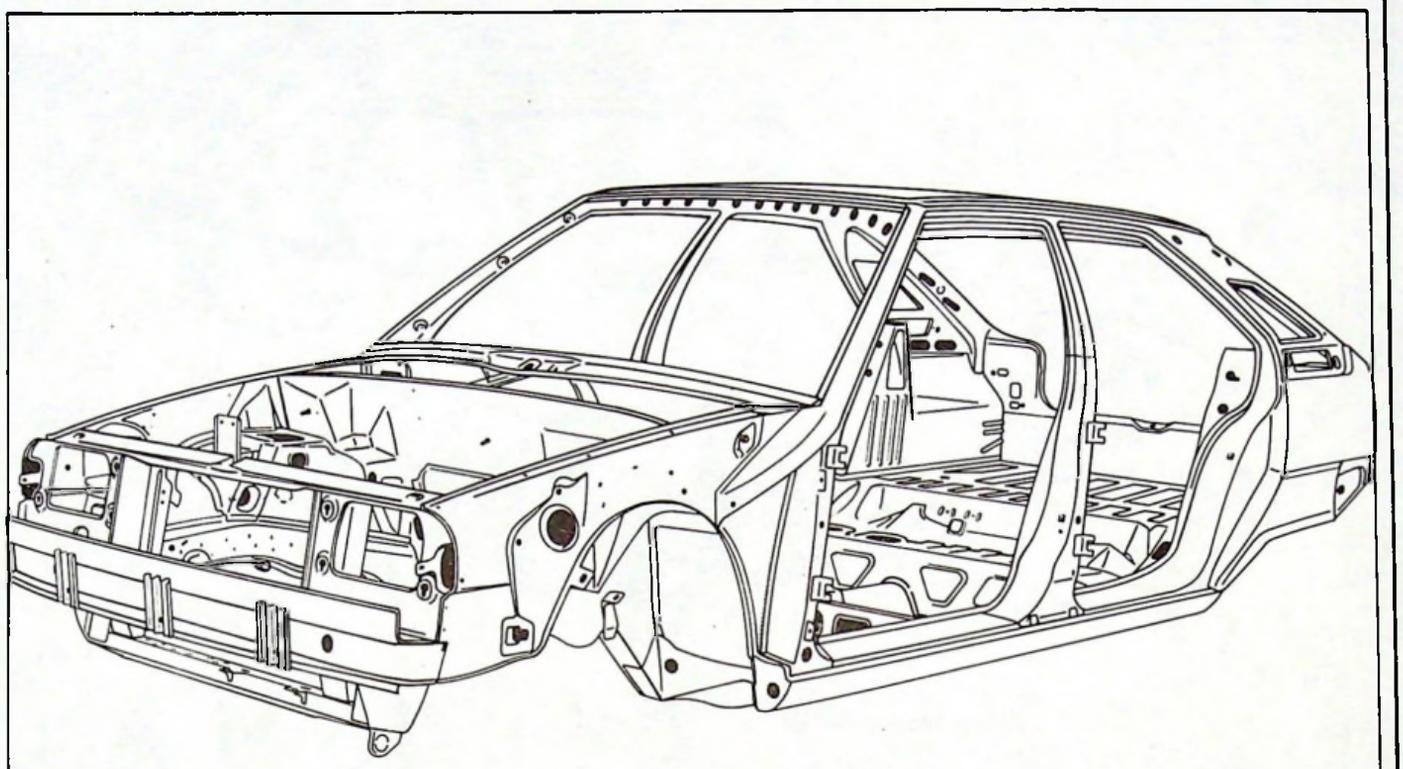

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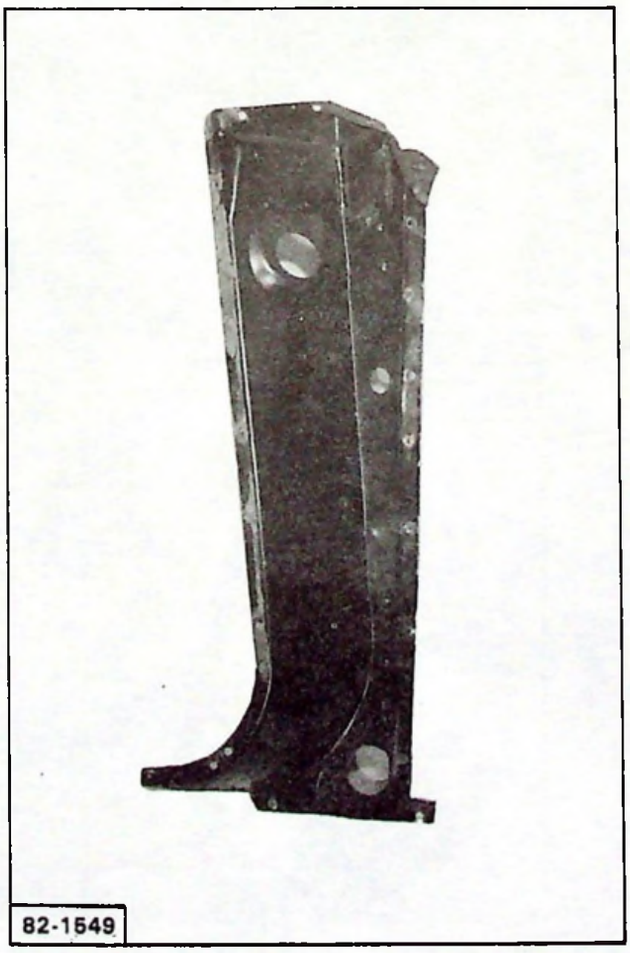

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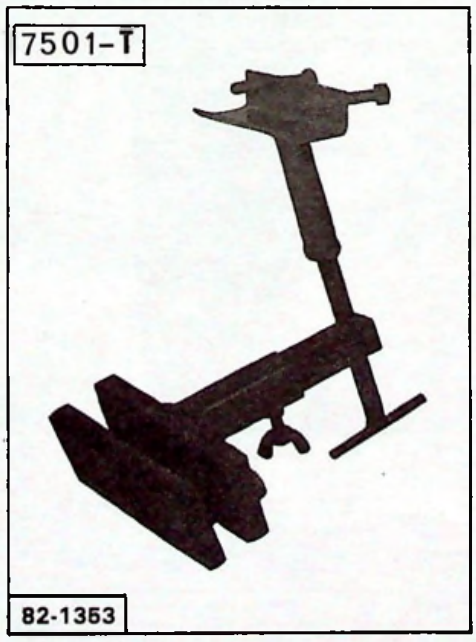
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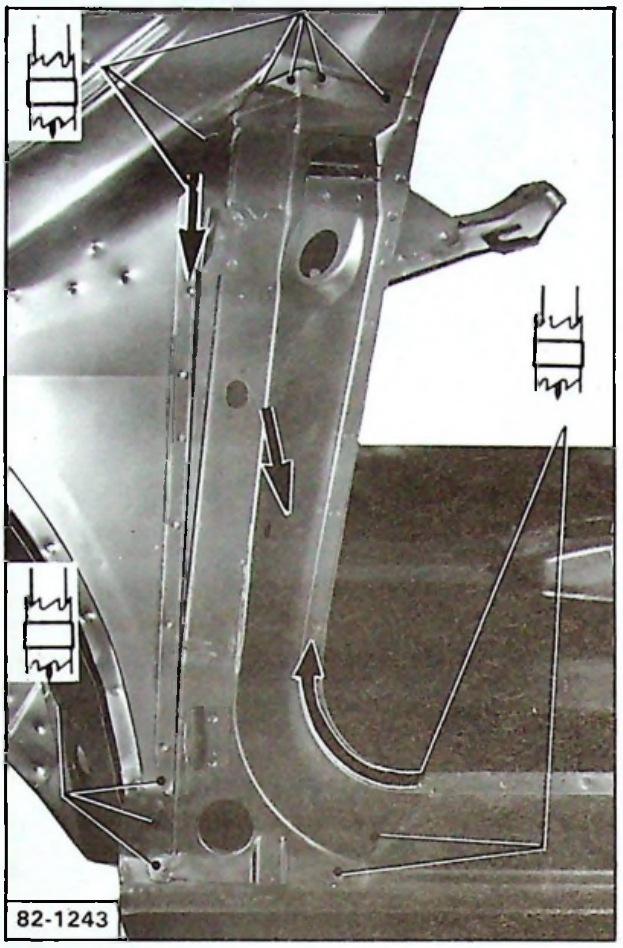
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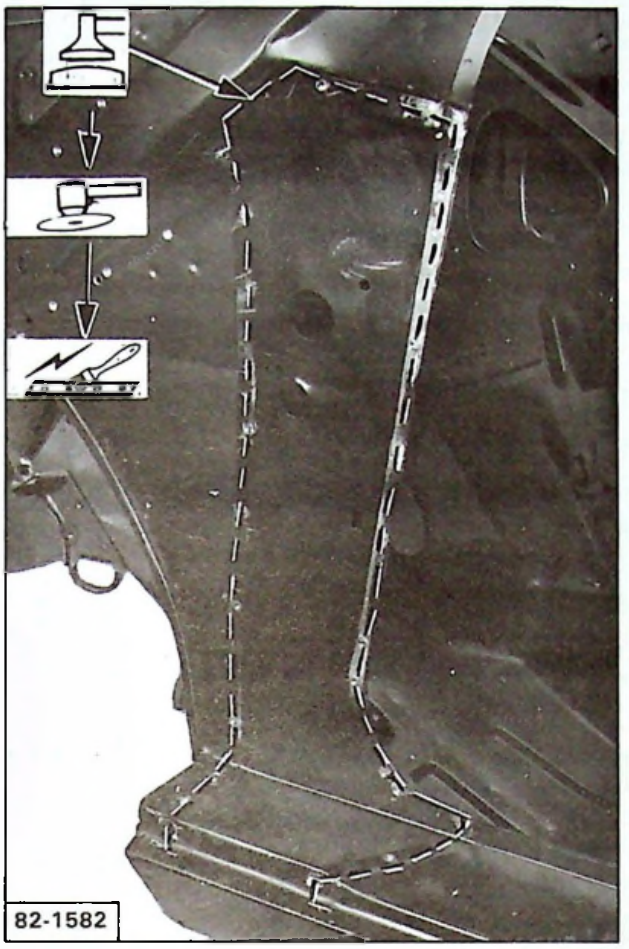
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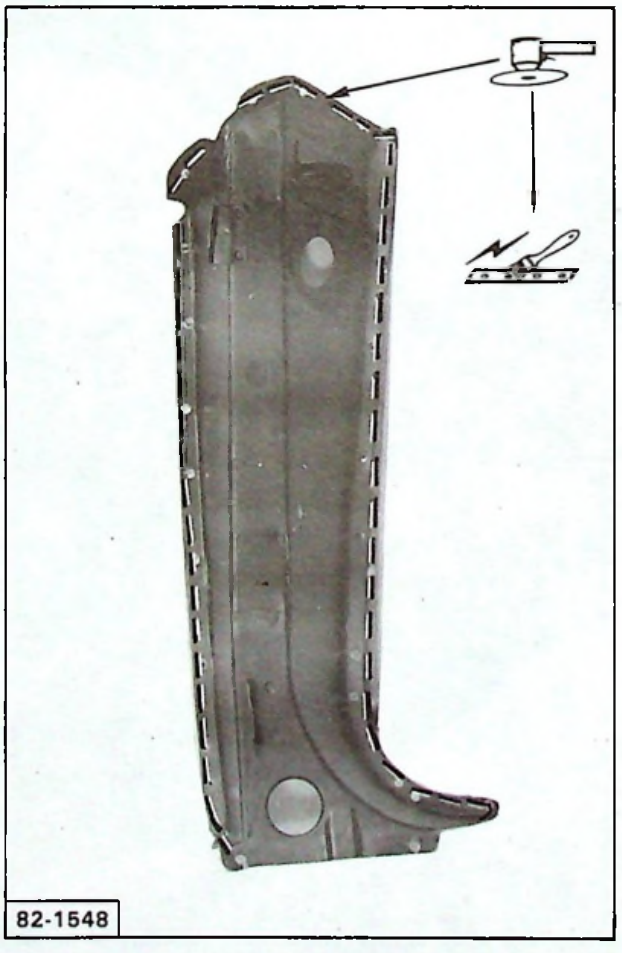
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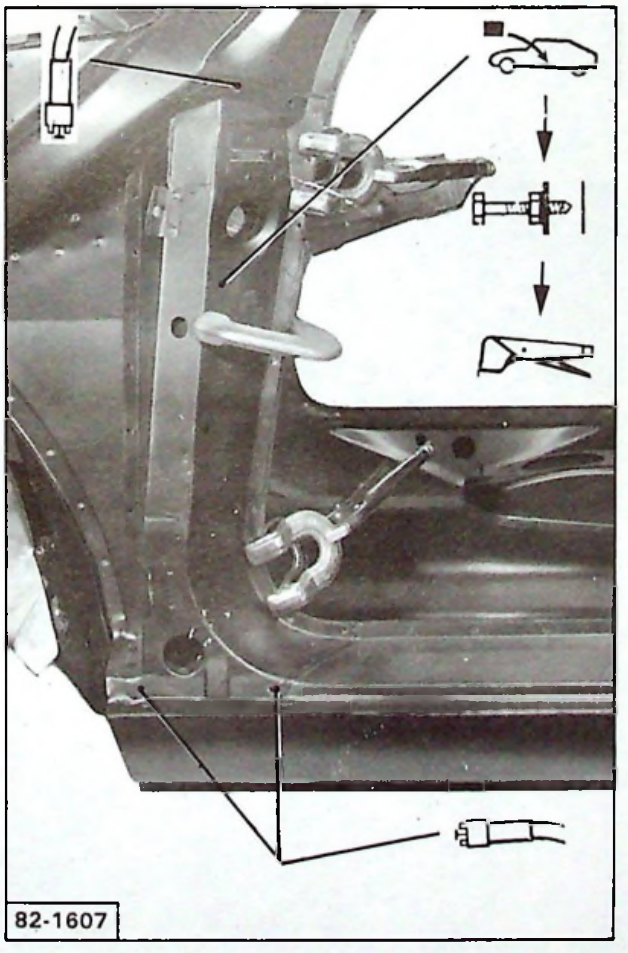
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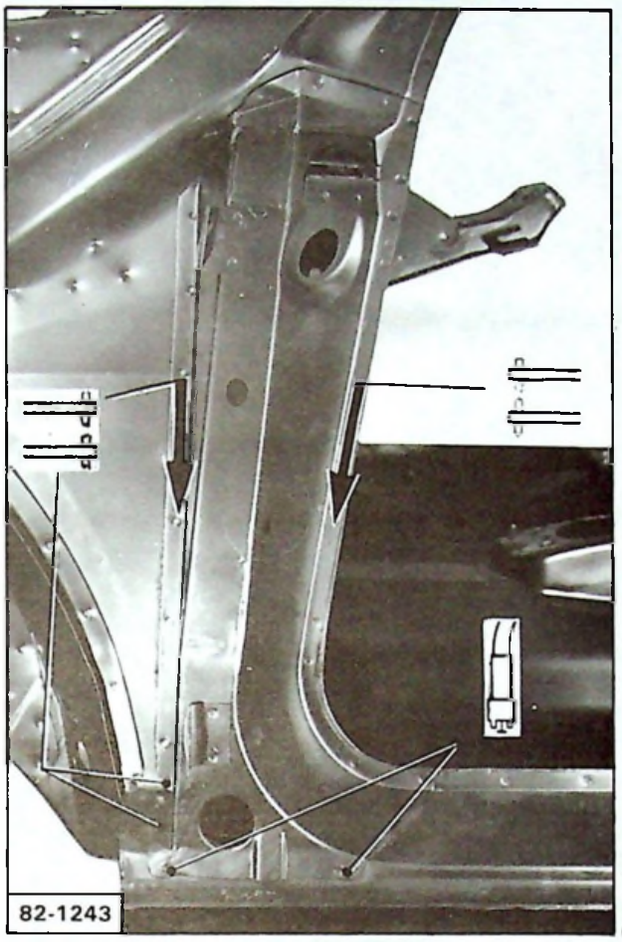
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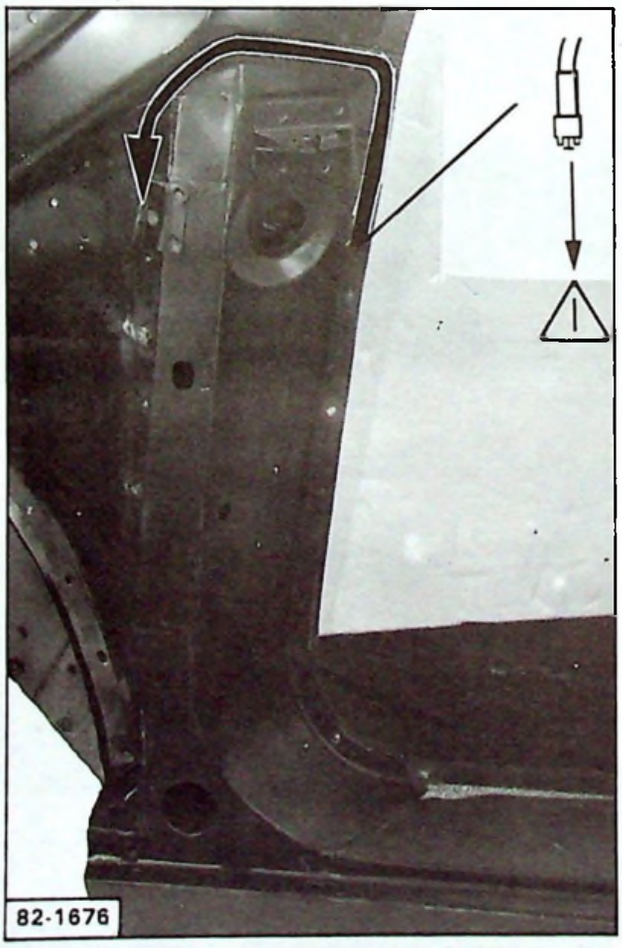
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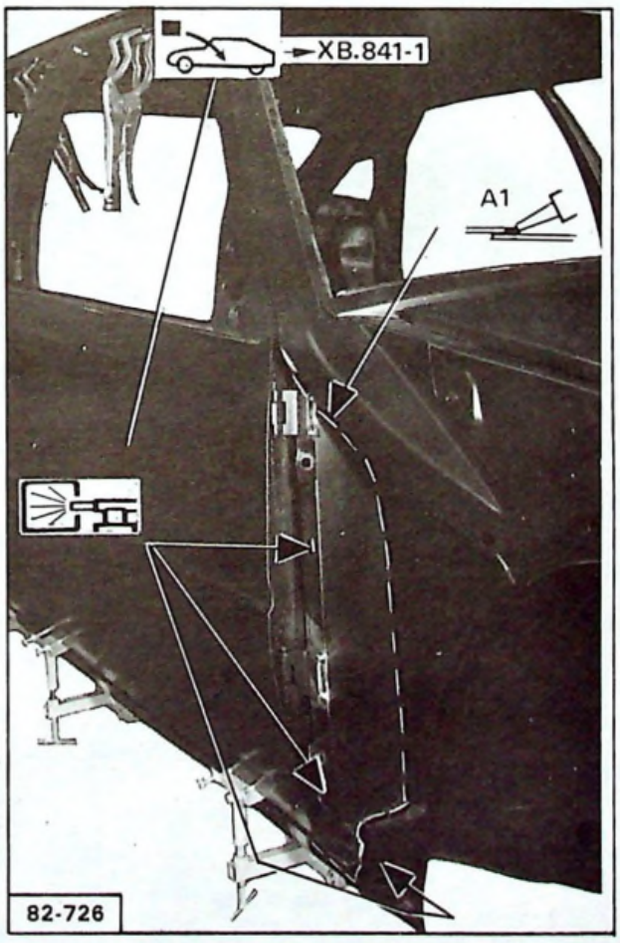
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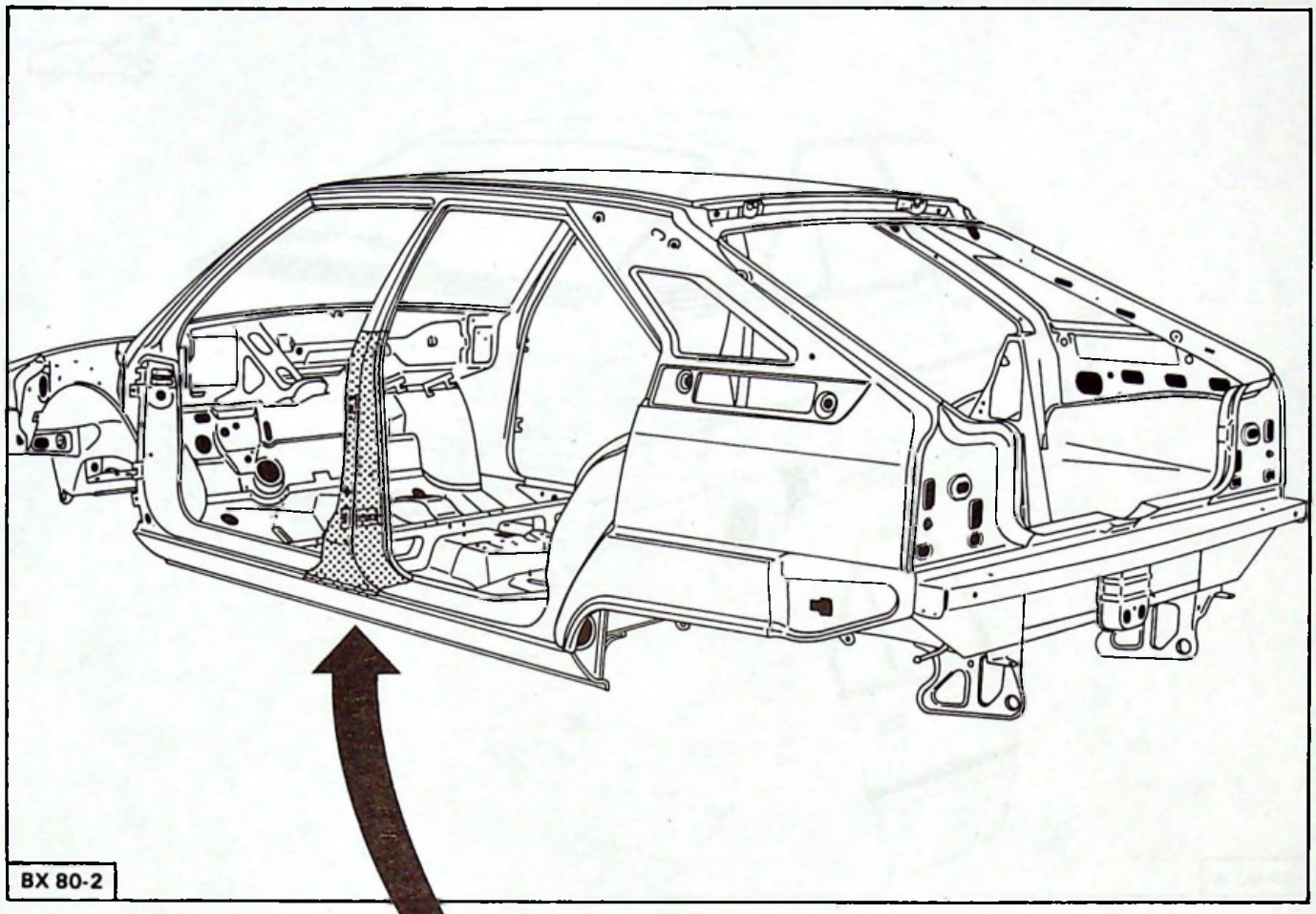

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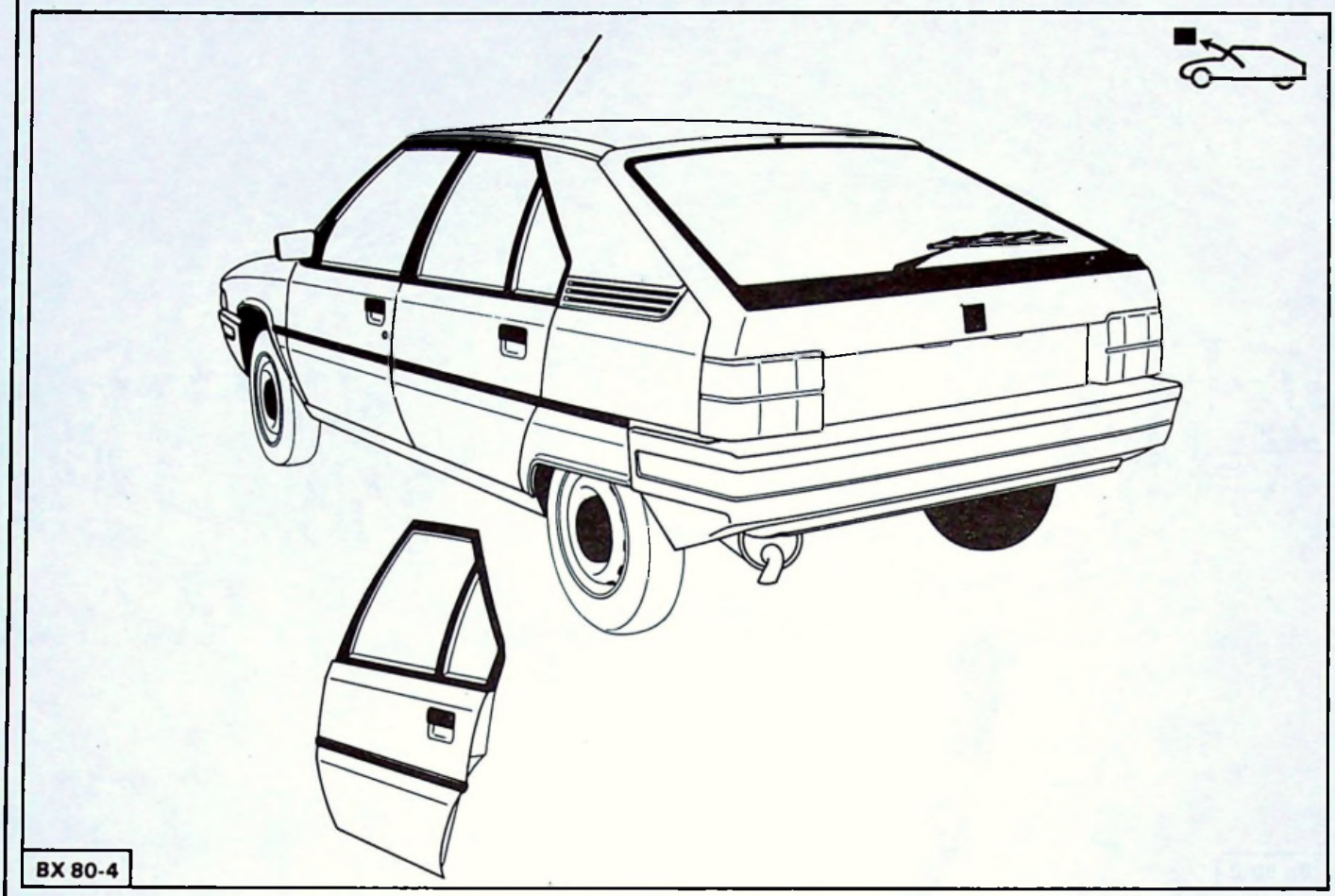

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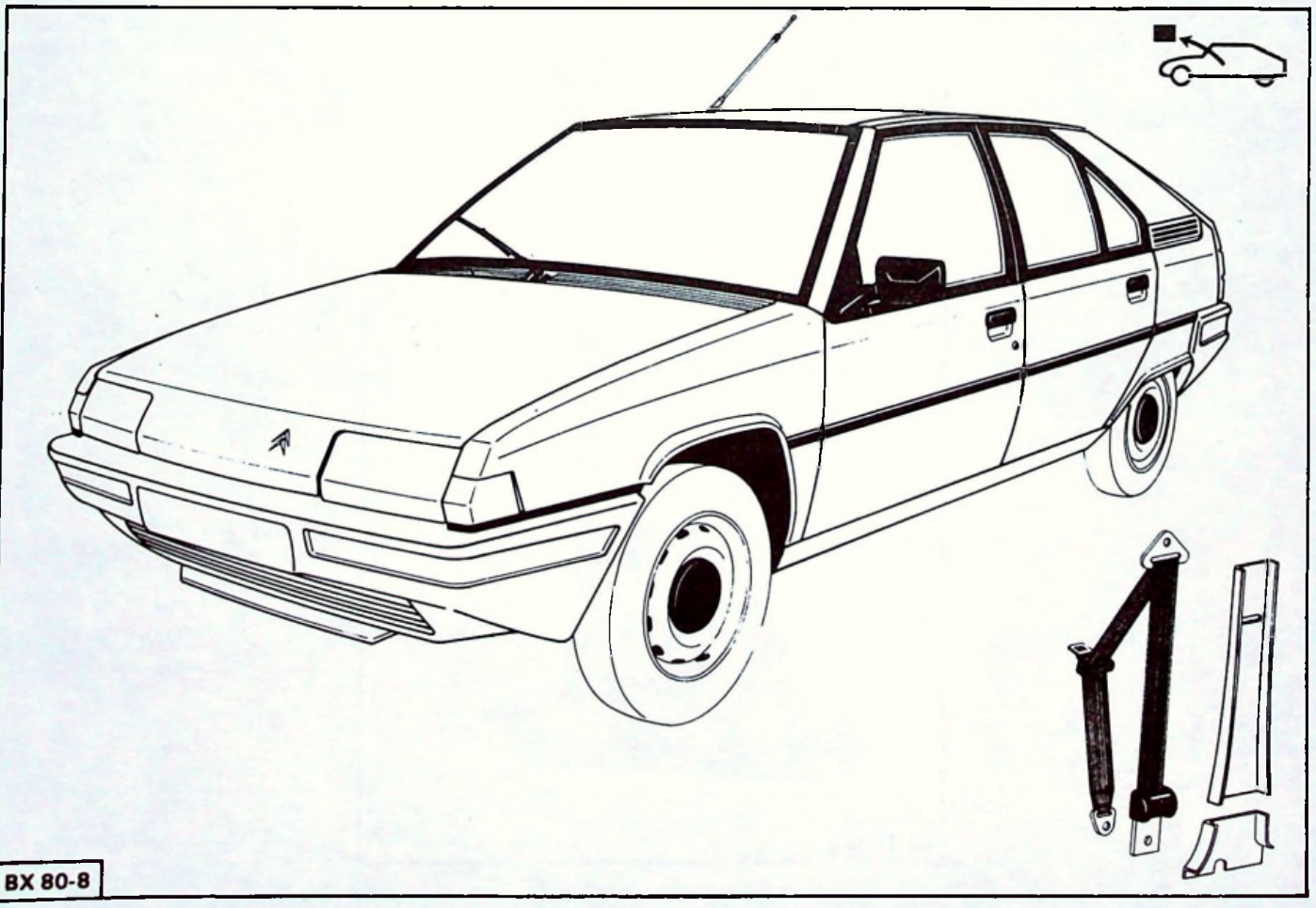

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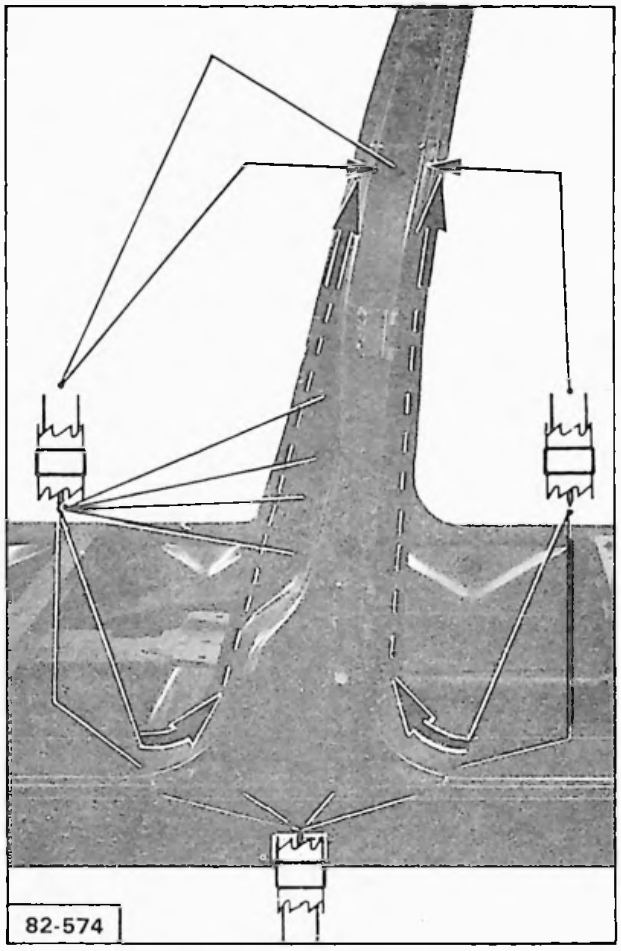
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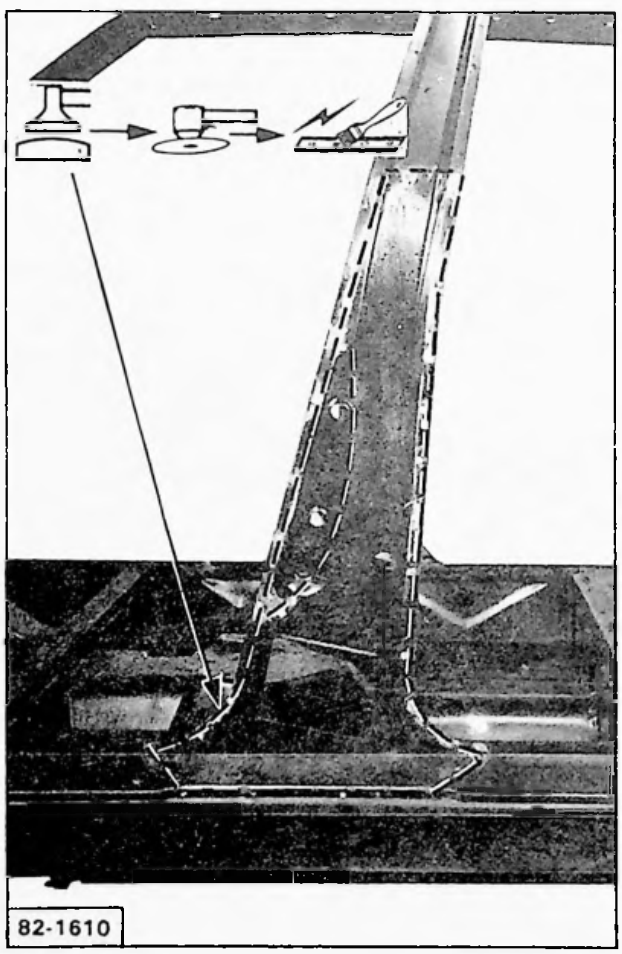
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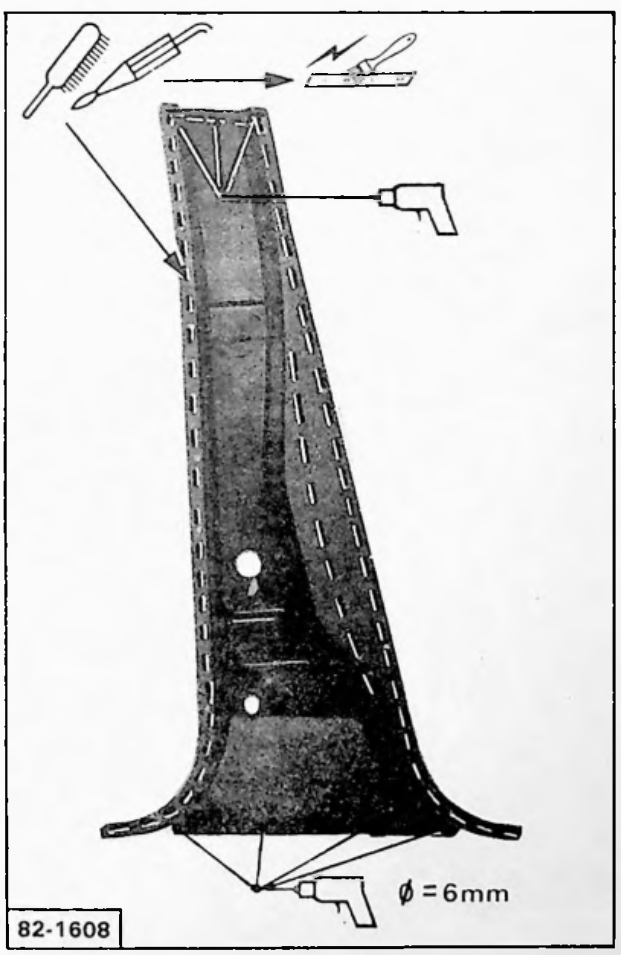
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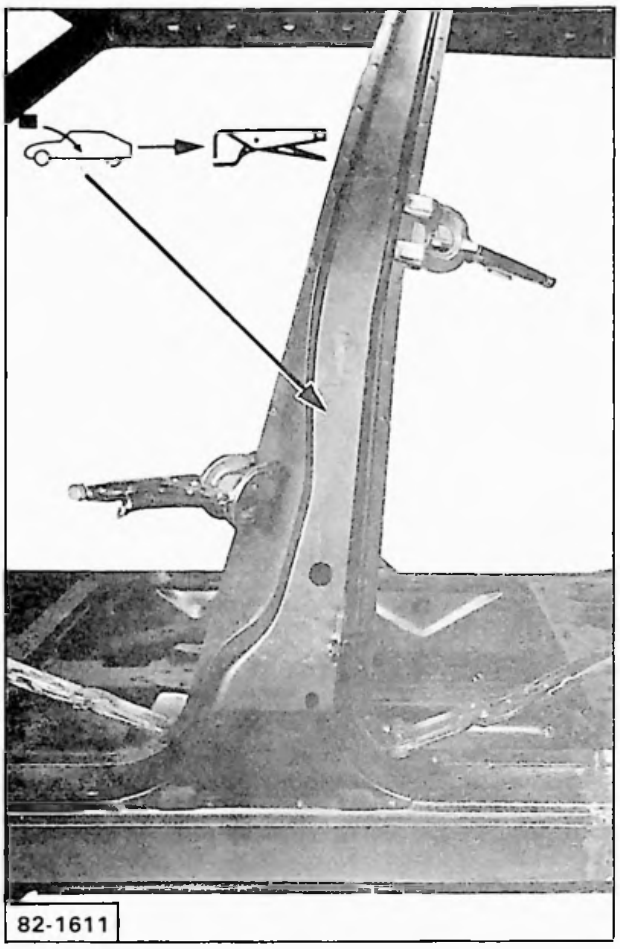
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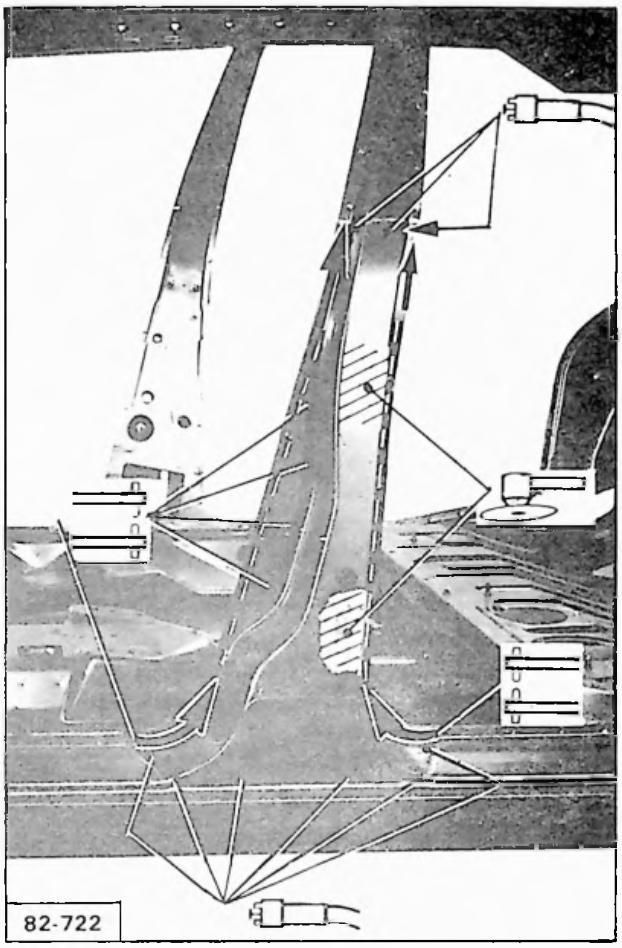
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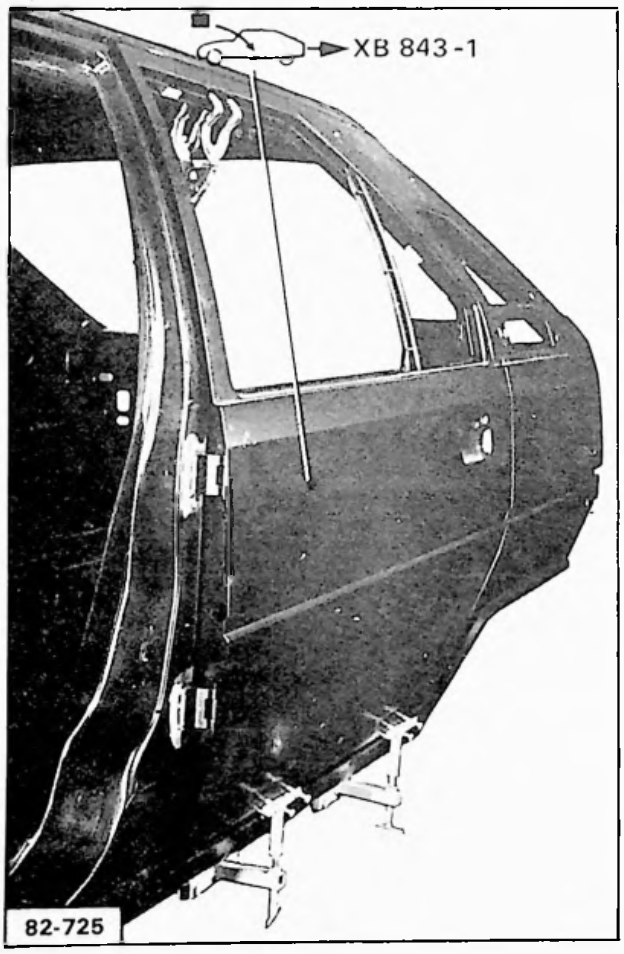

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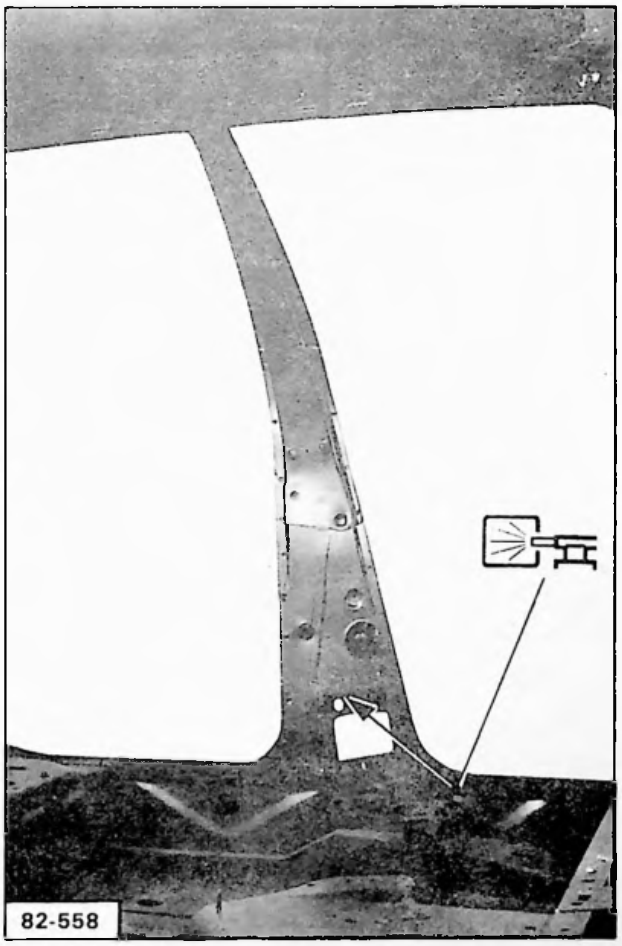
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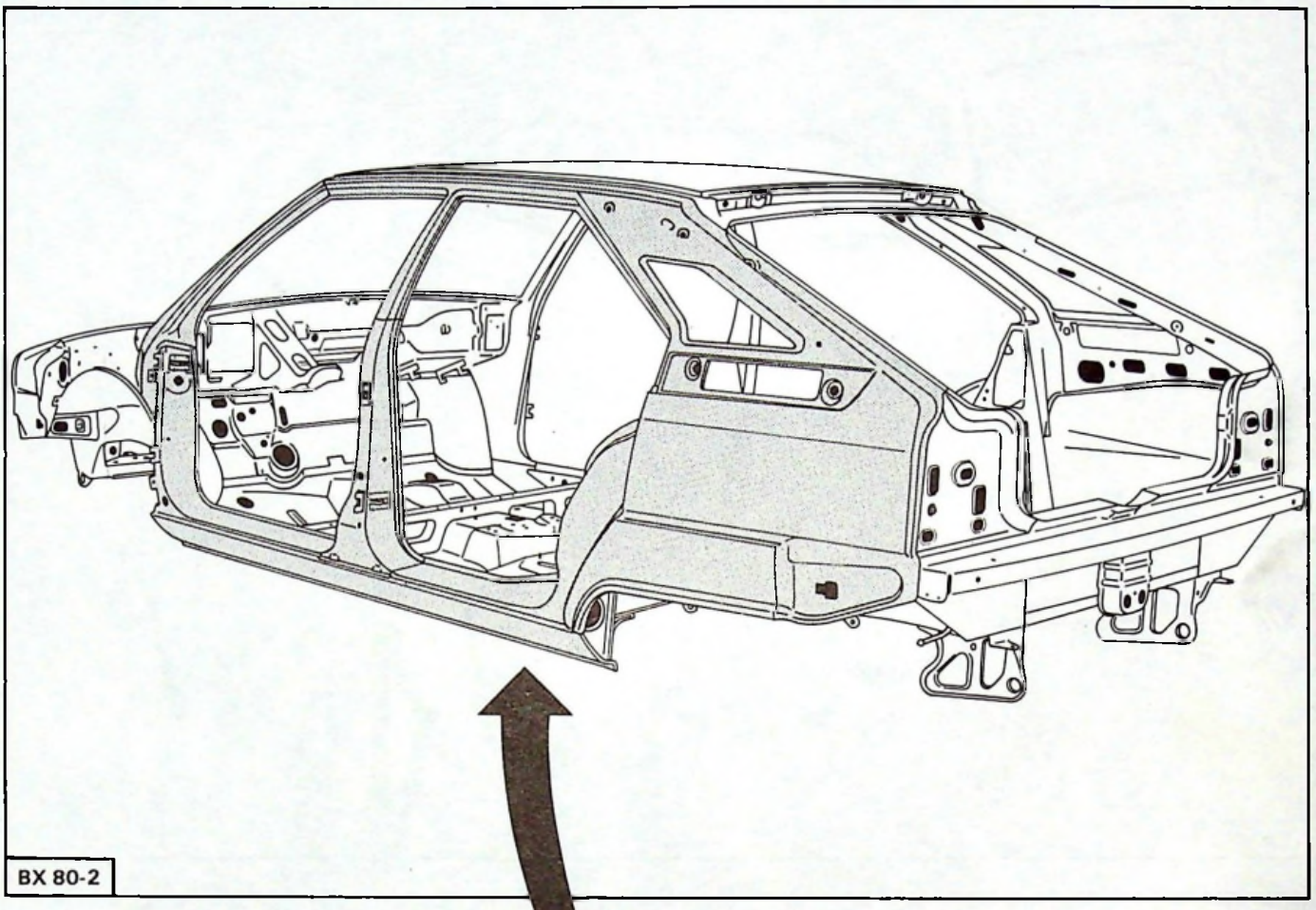

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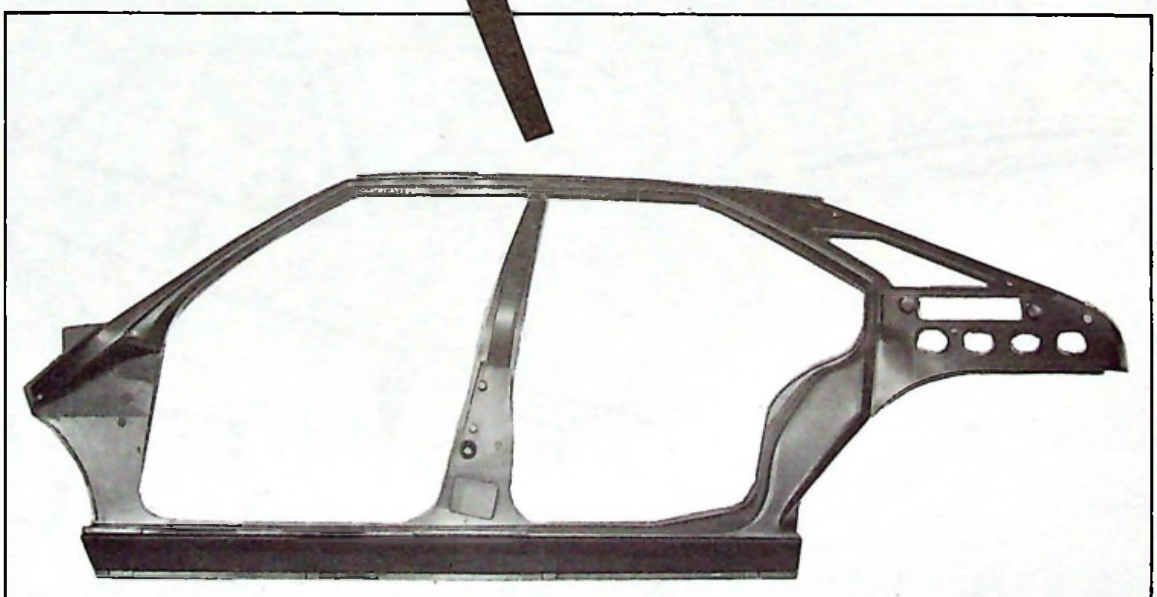

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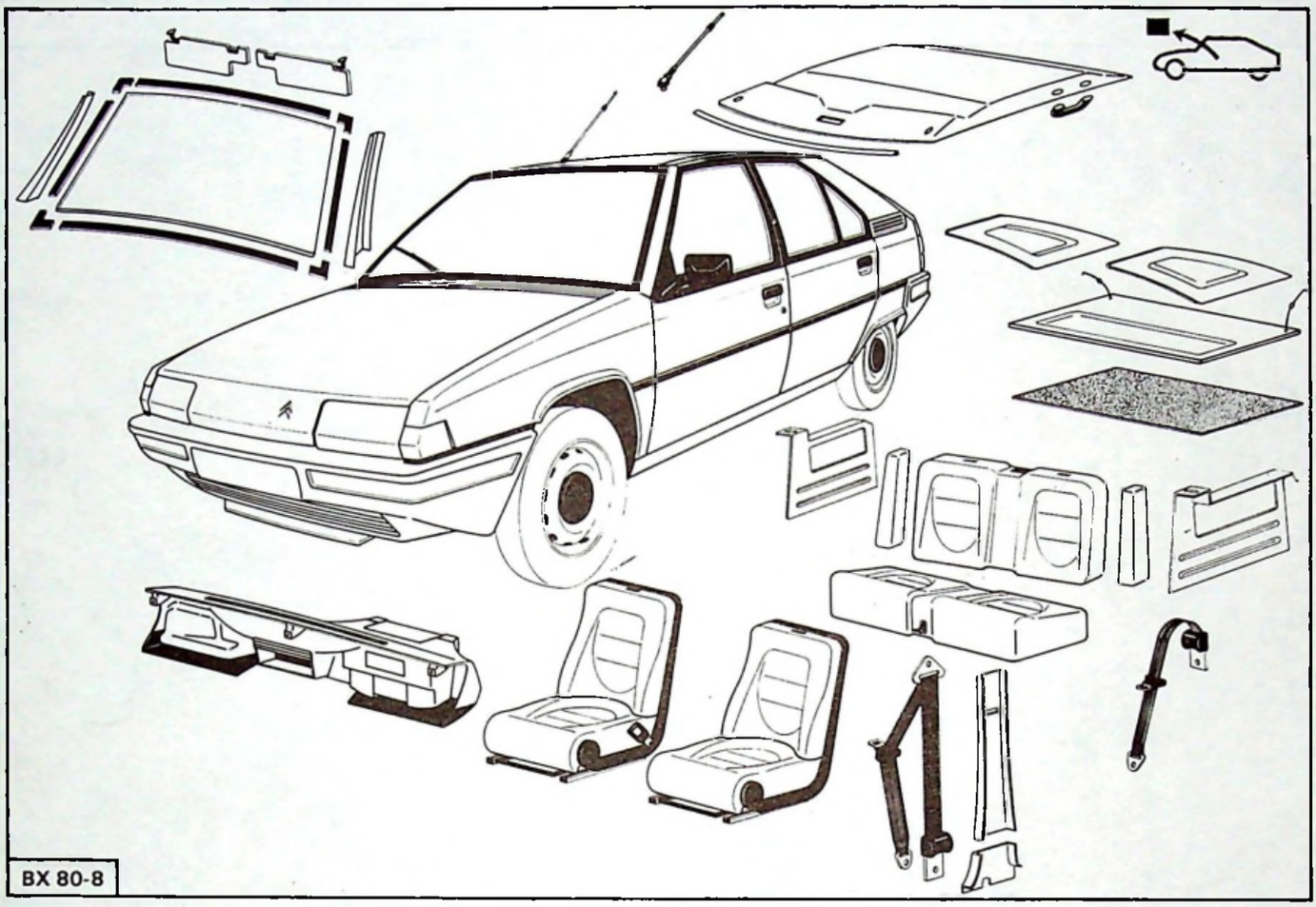

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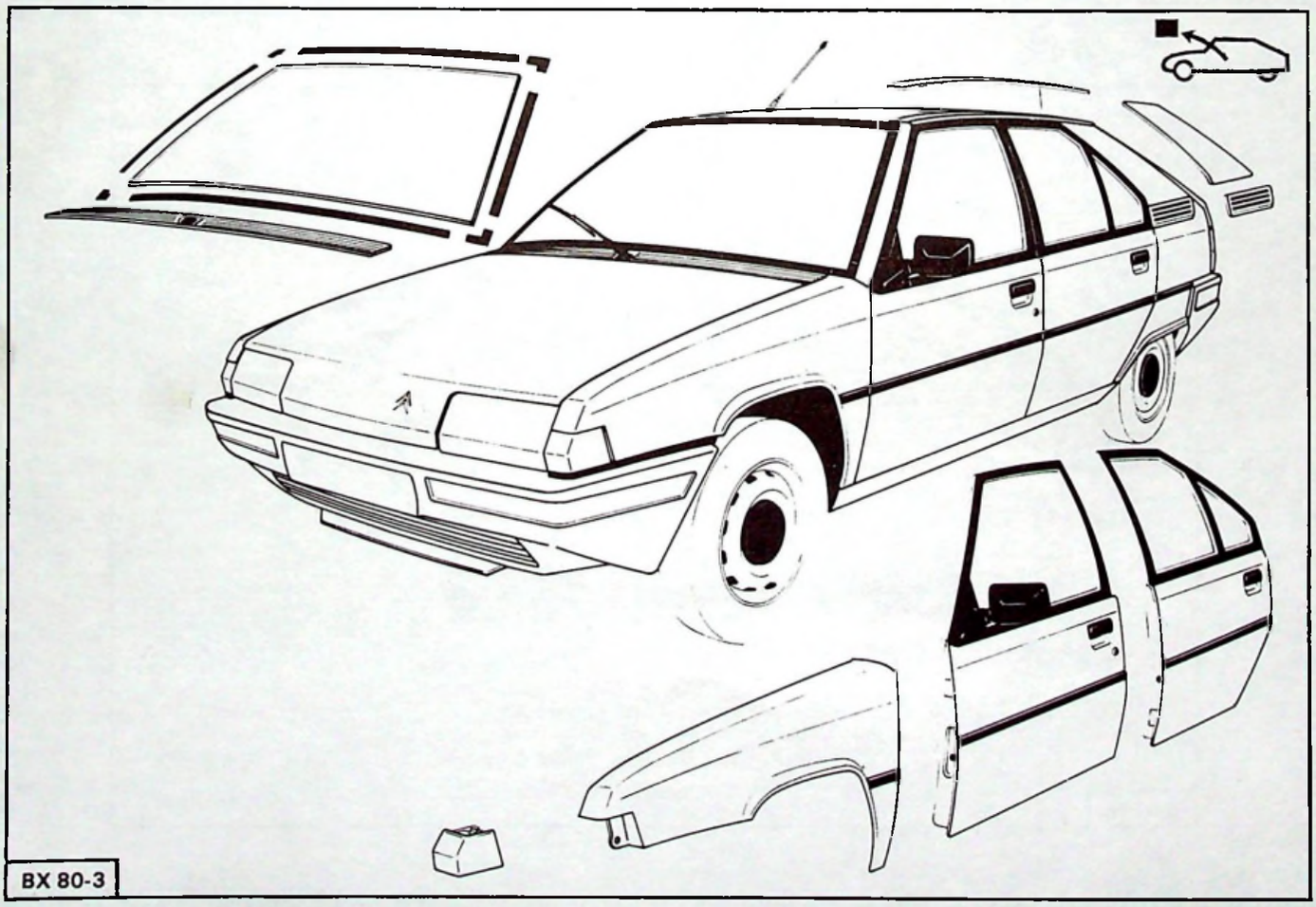

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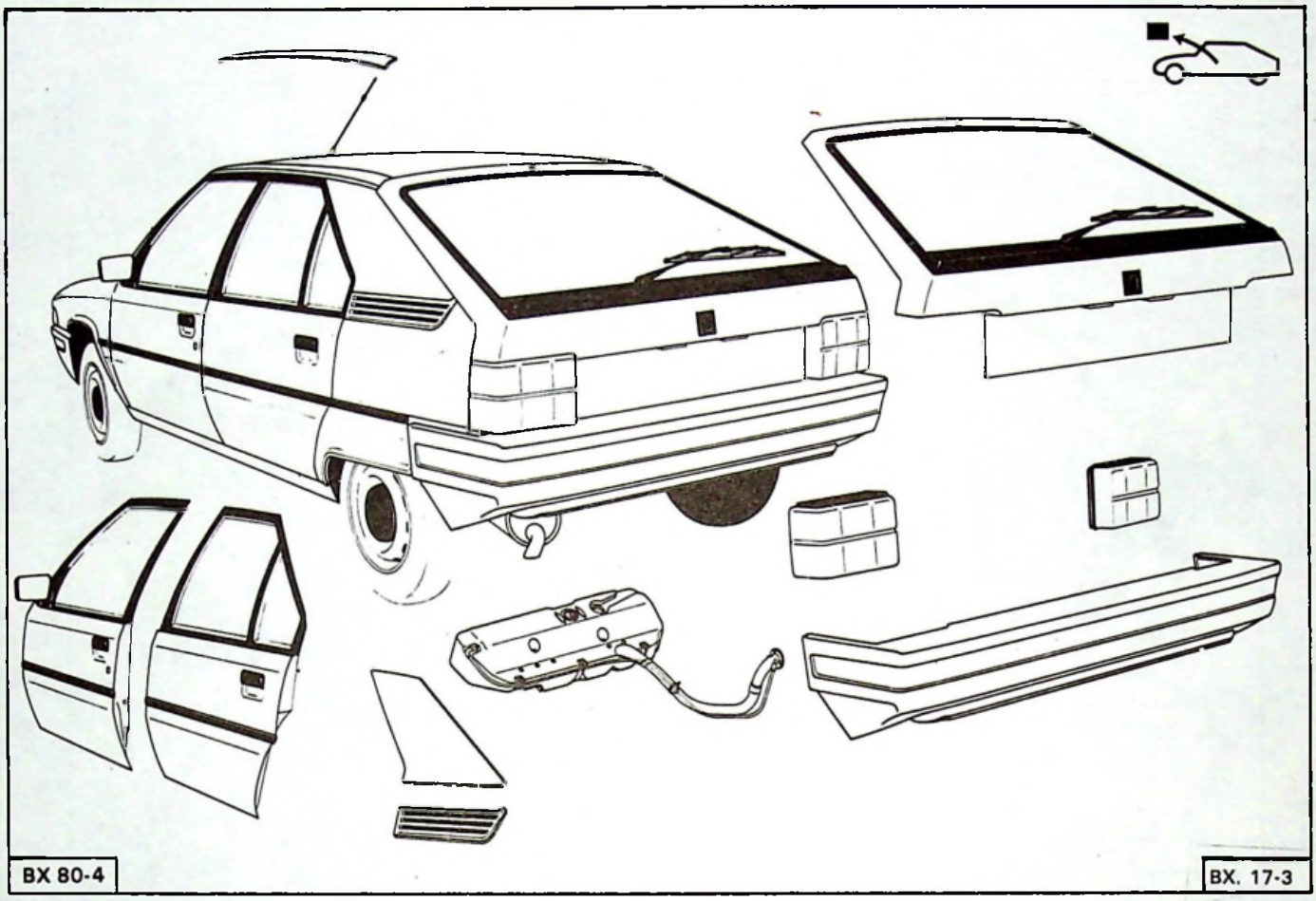

BX 80-4

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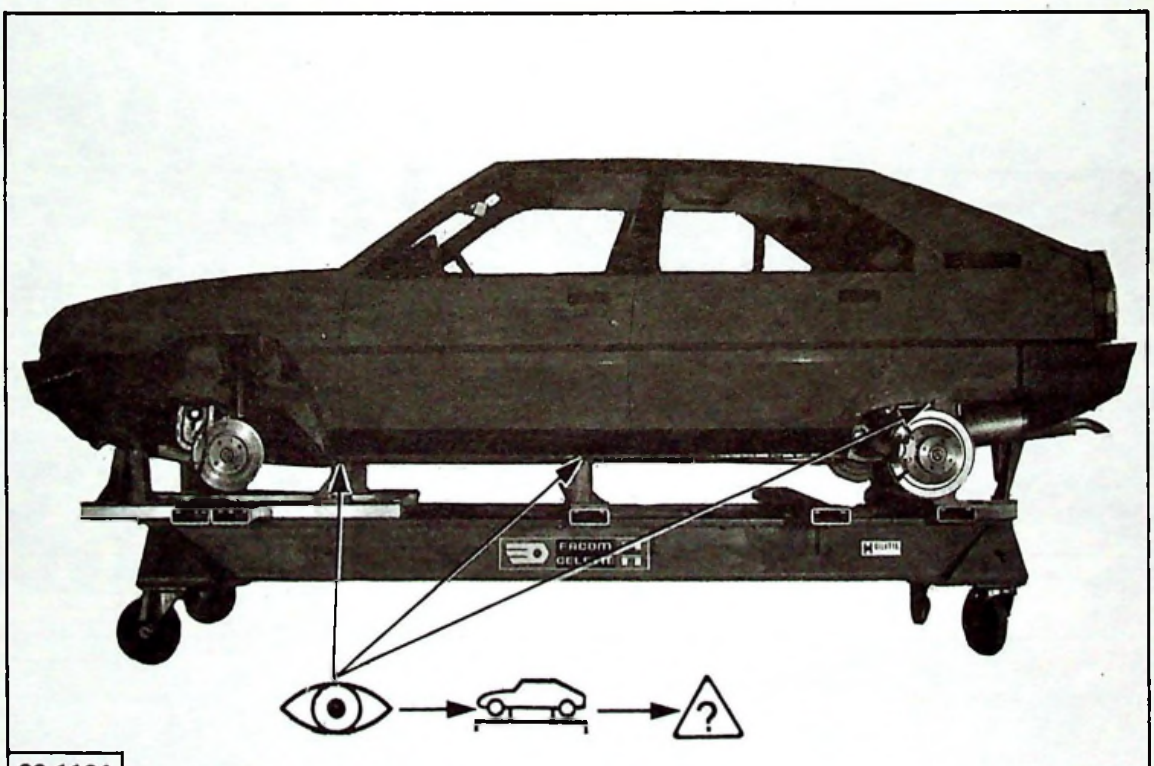

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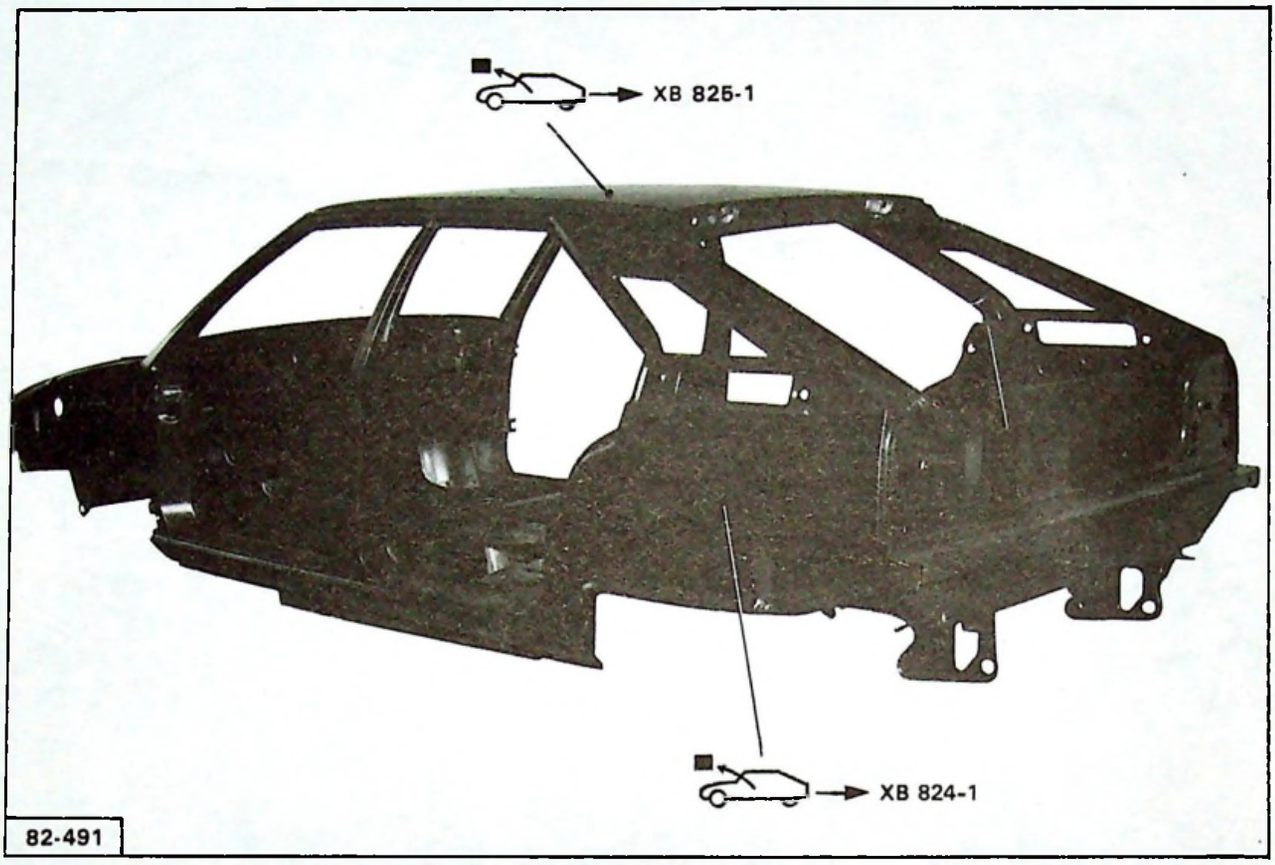
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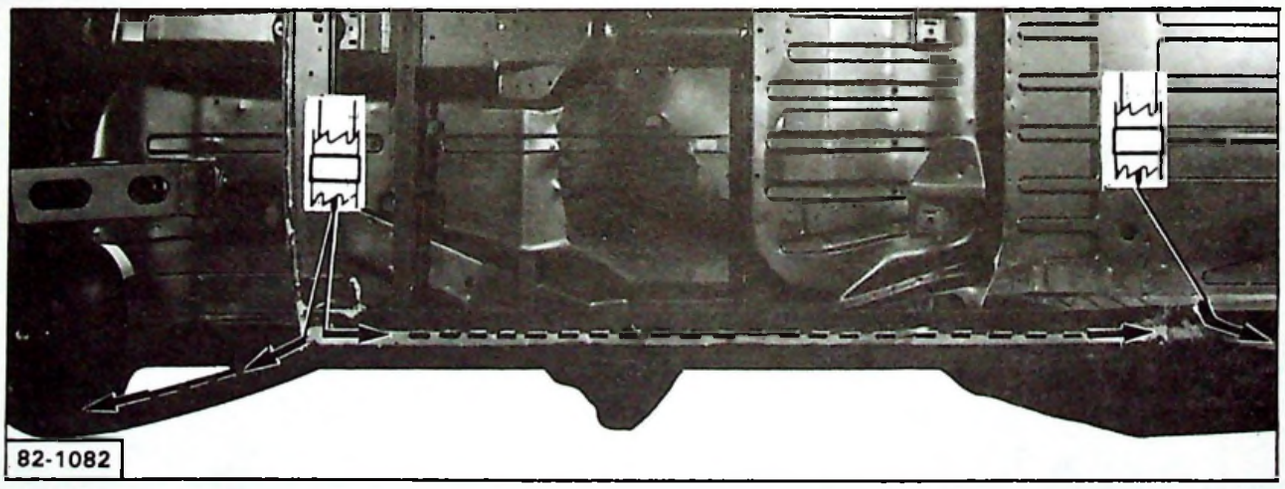
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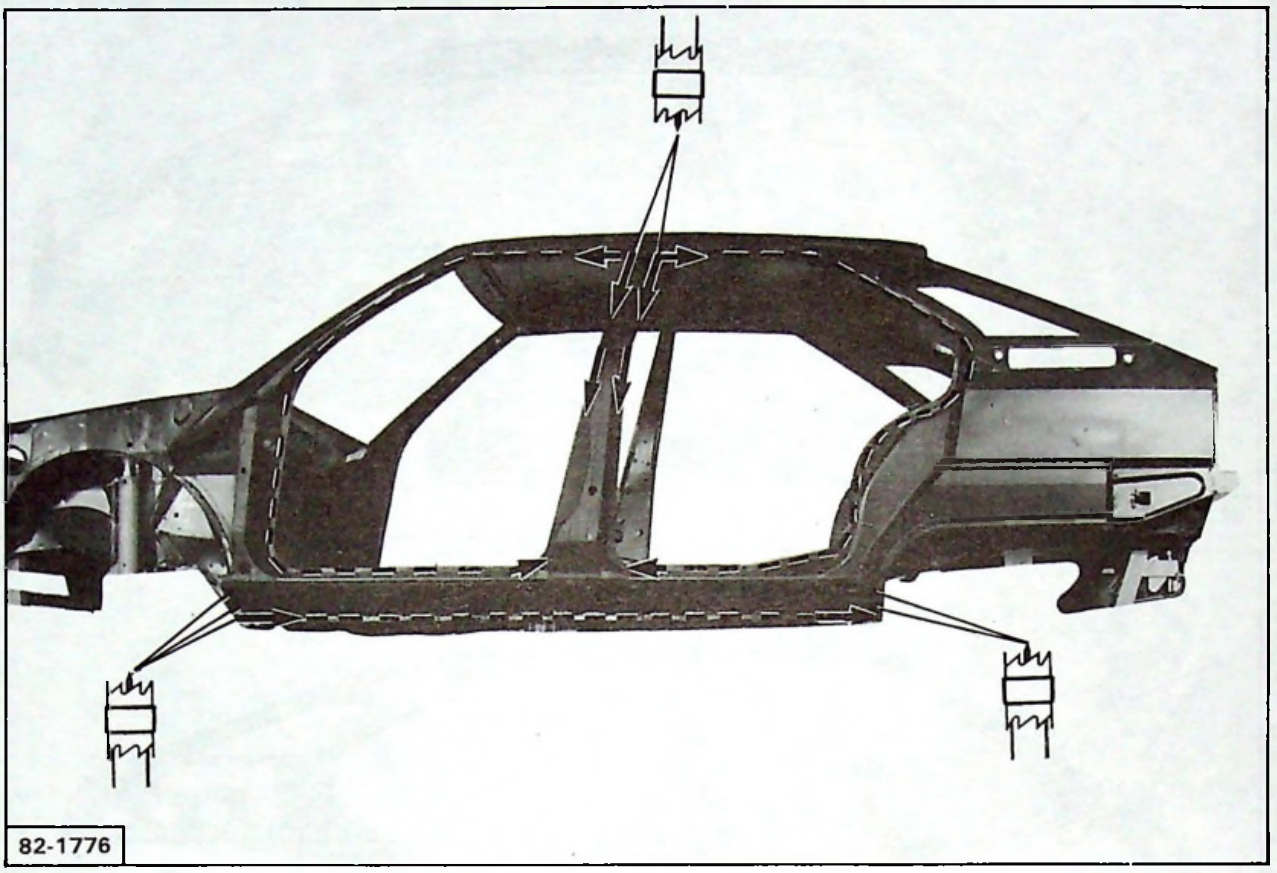
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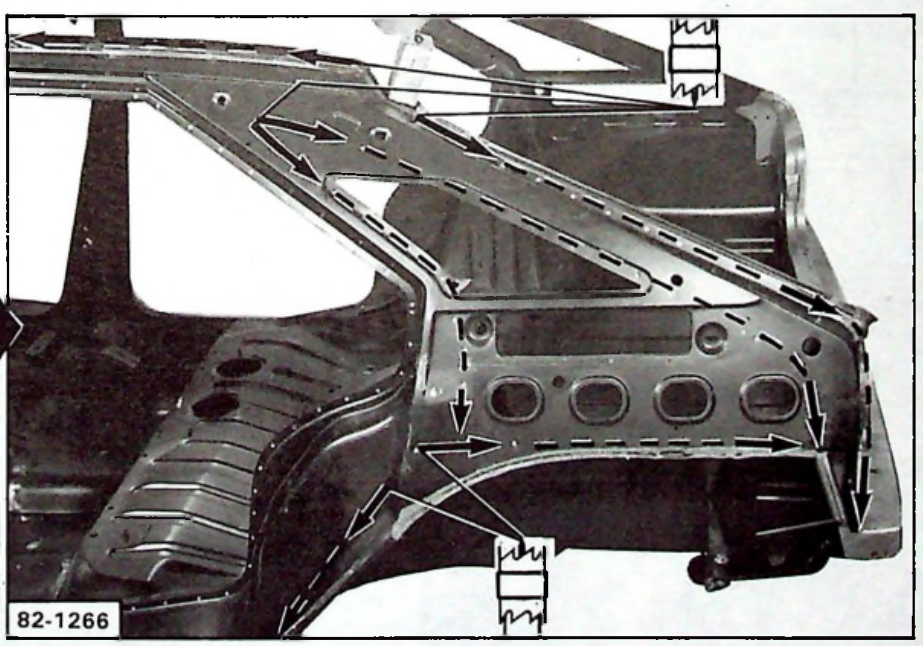
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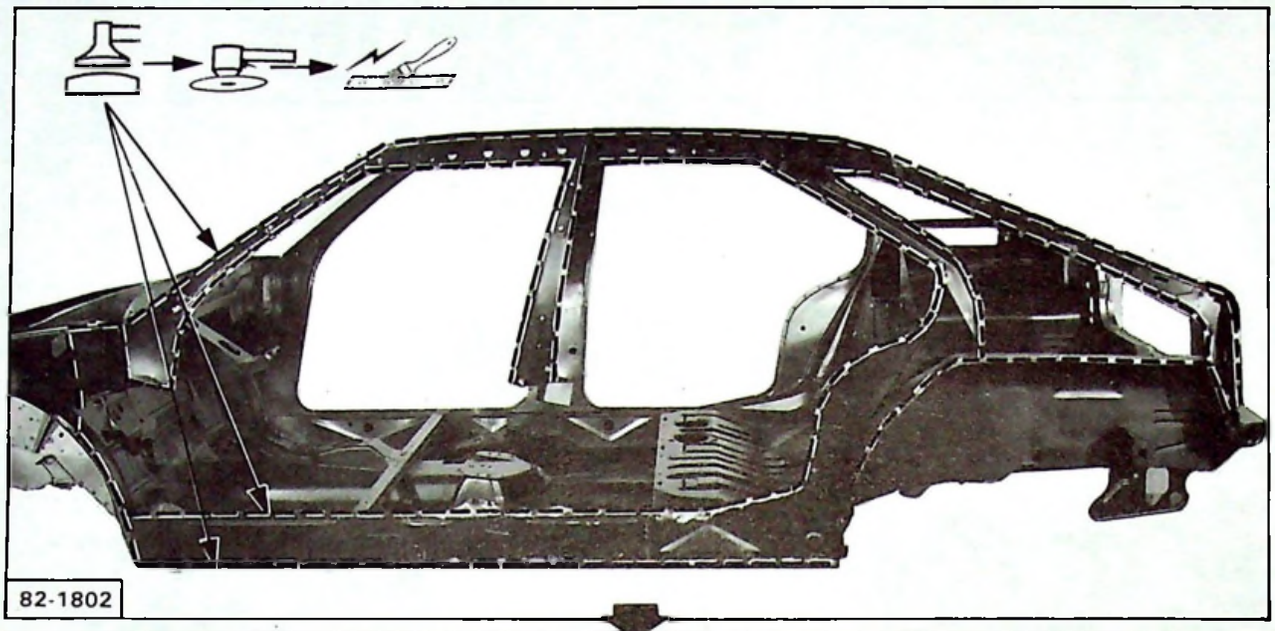
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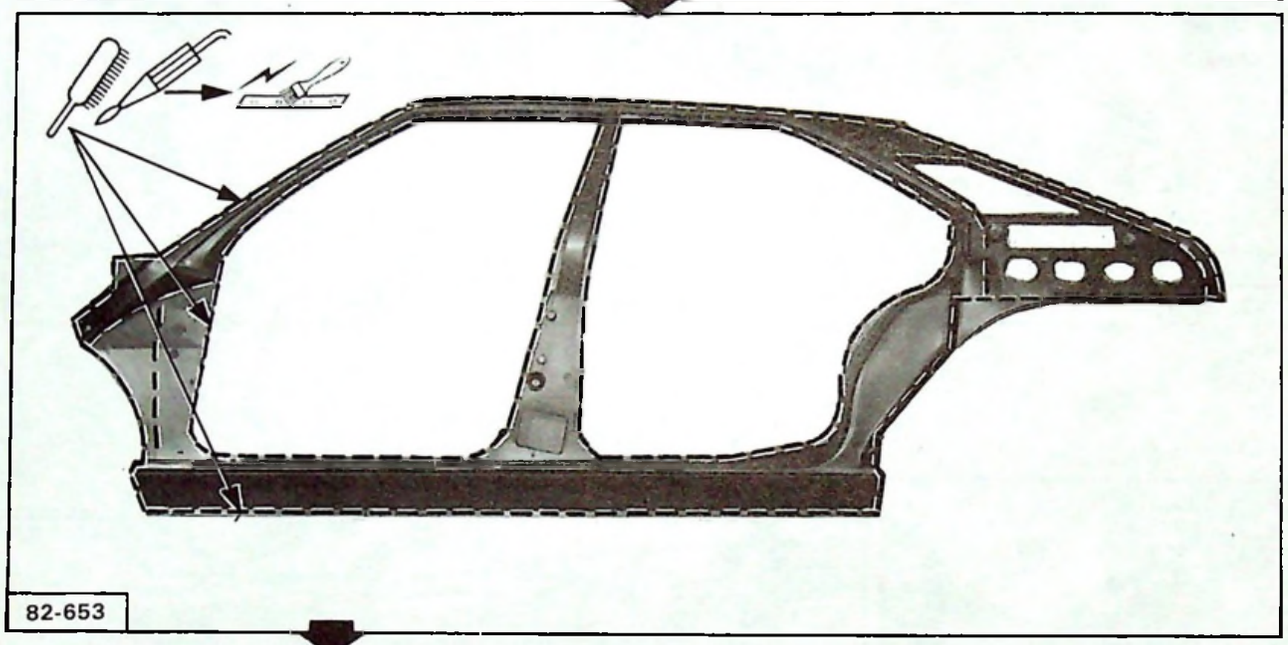
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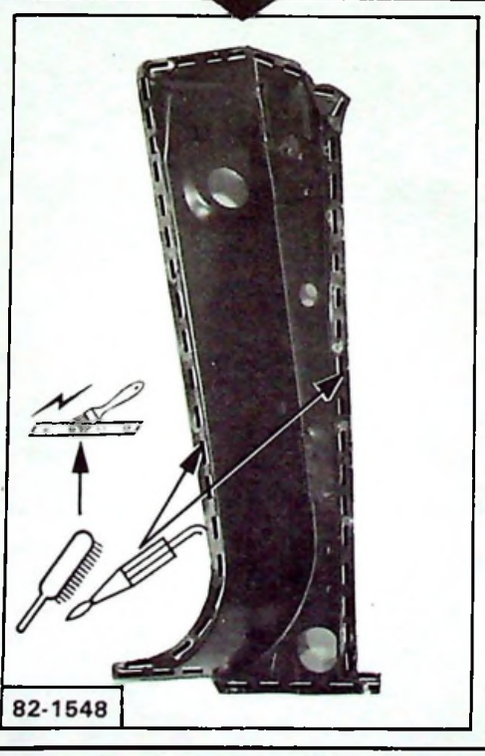
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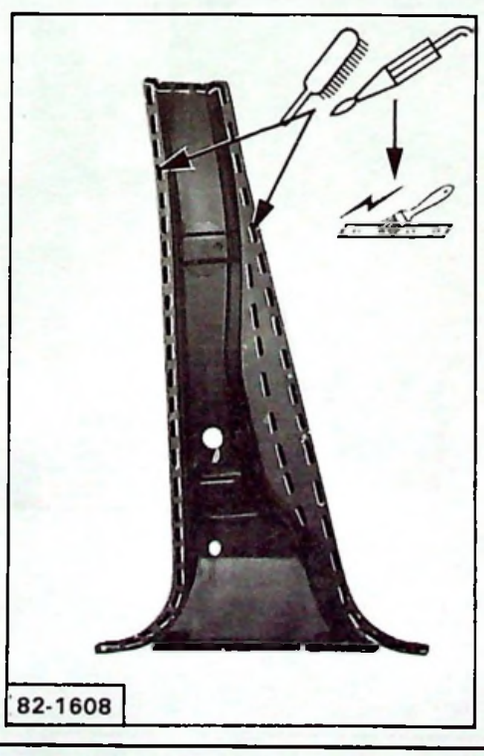
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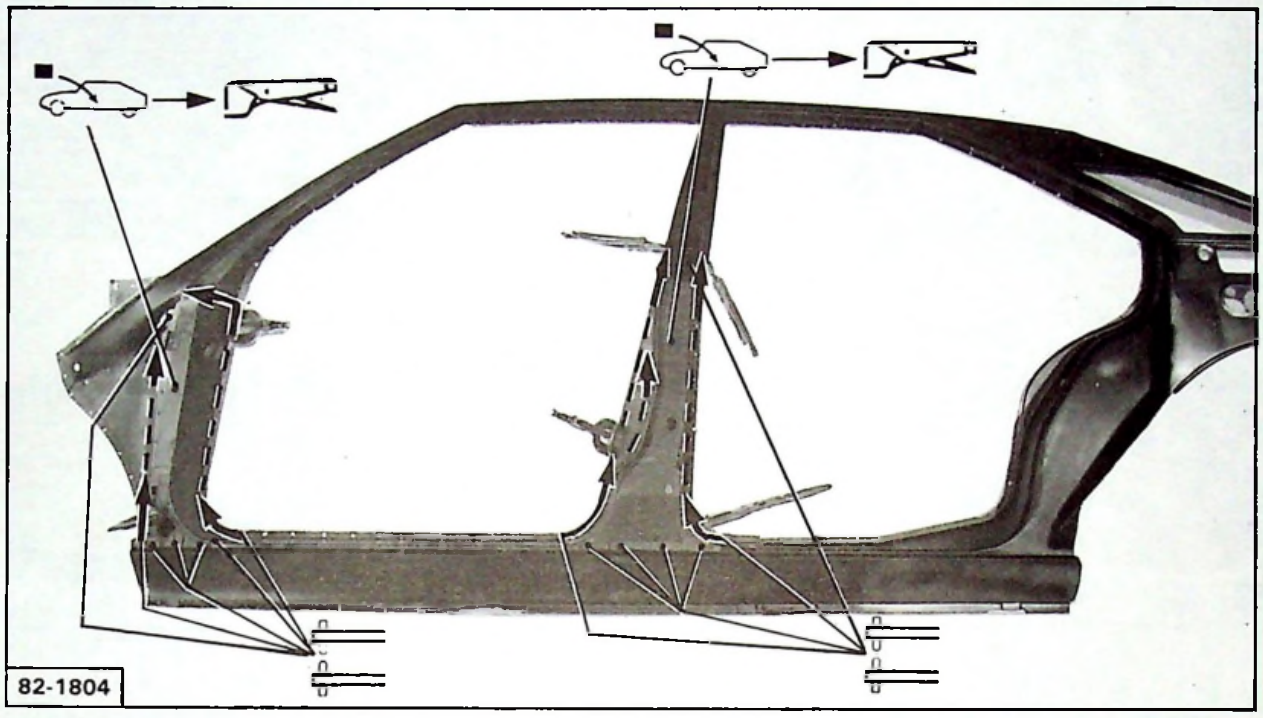
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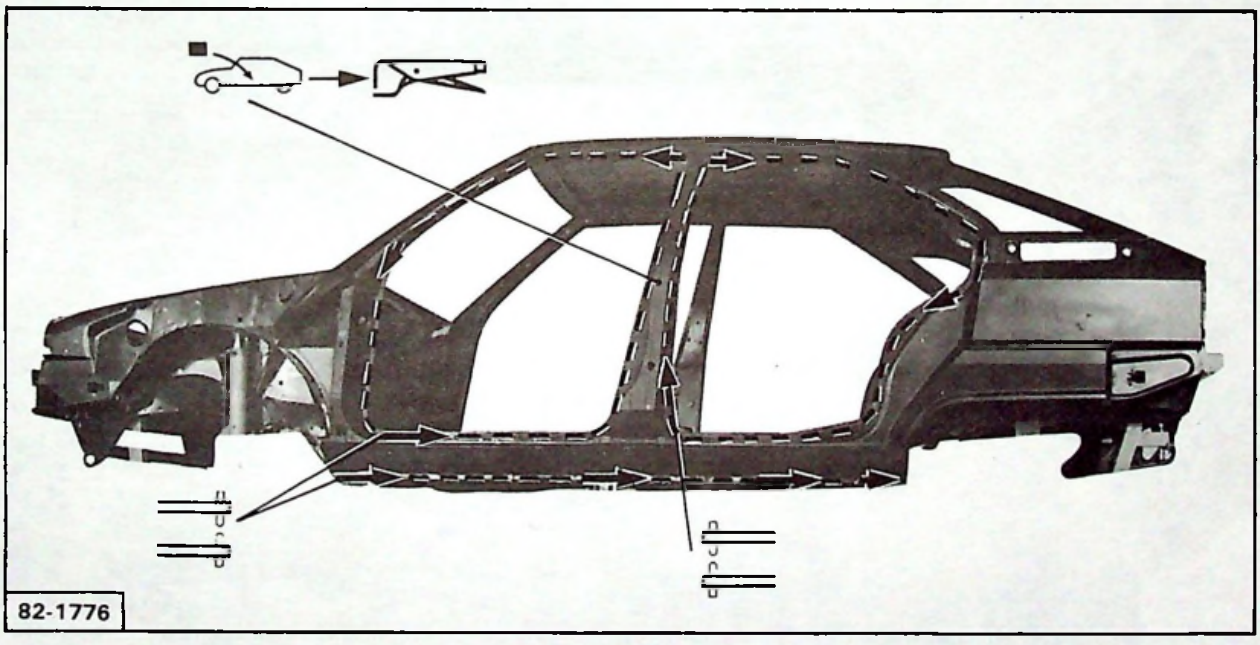
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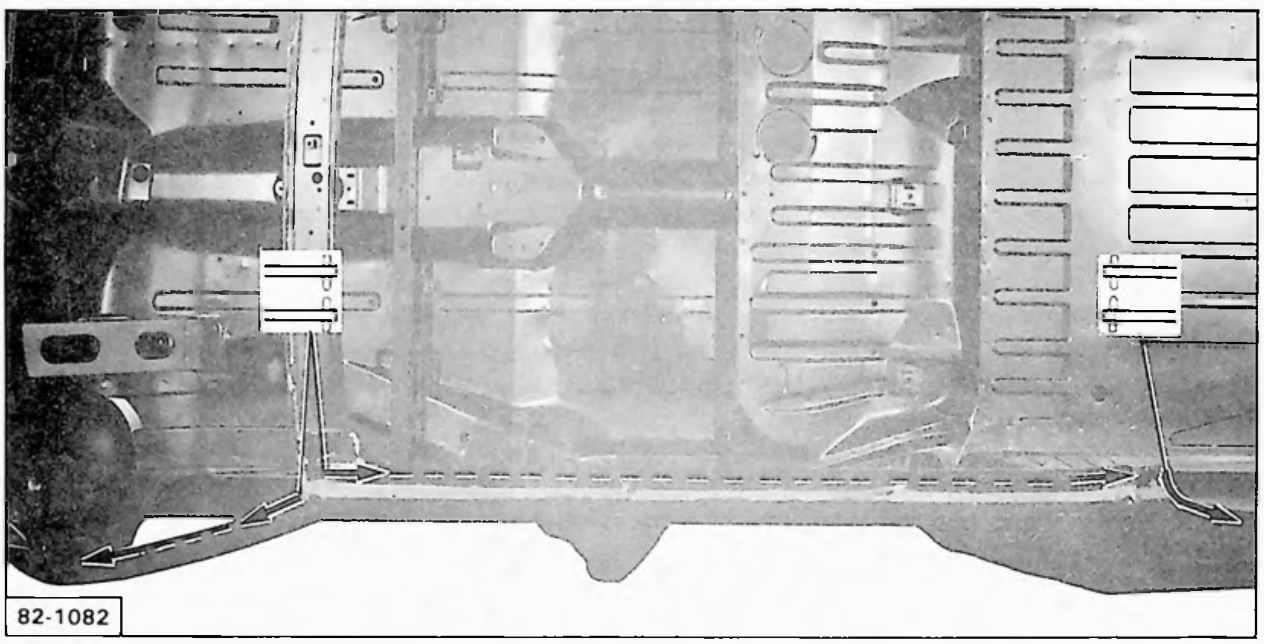
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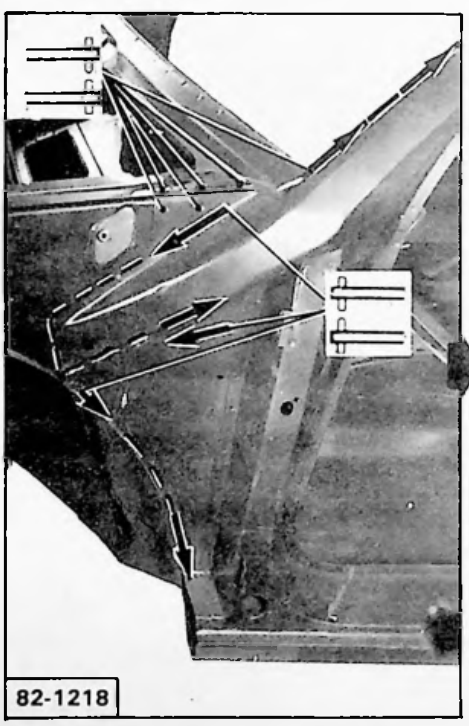
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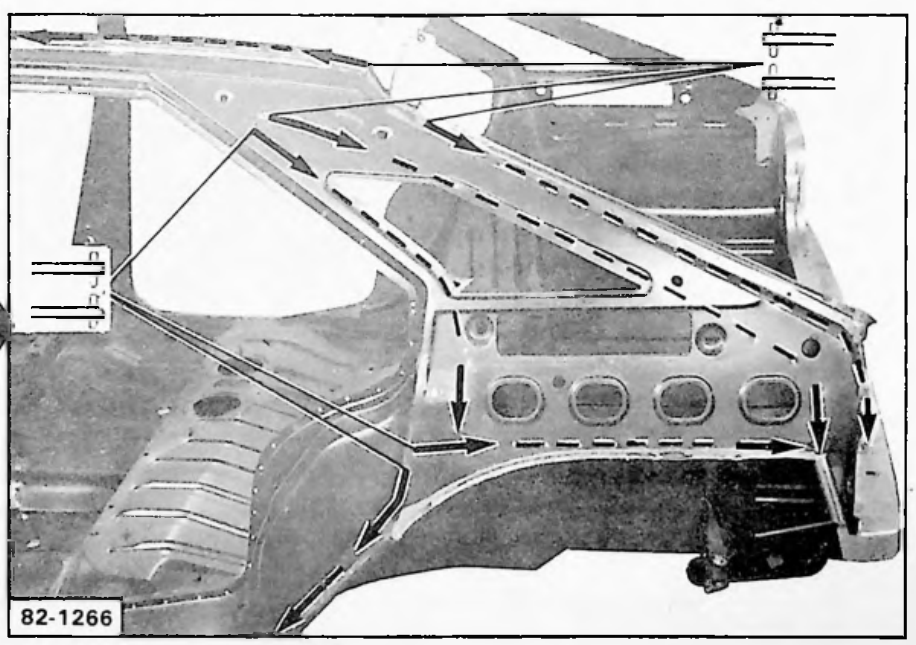
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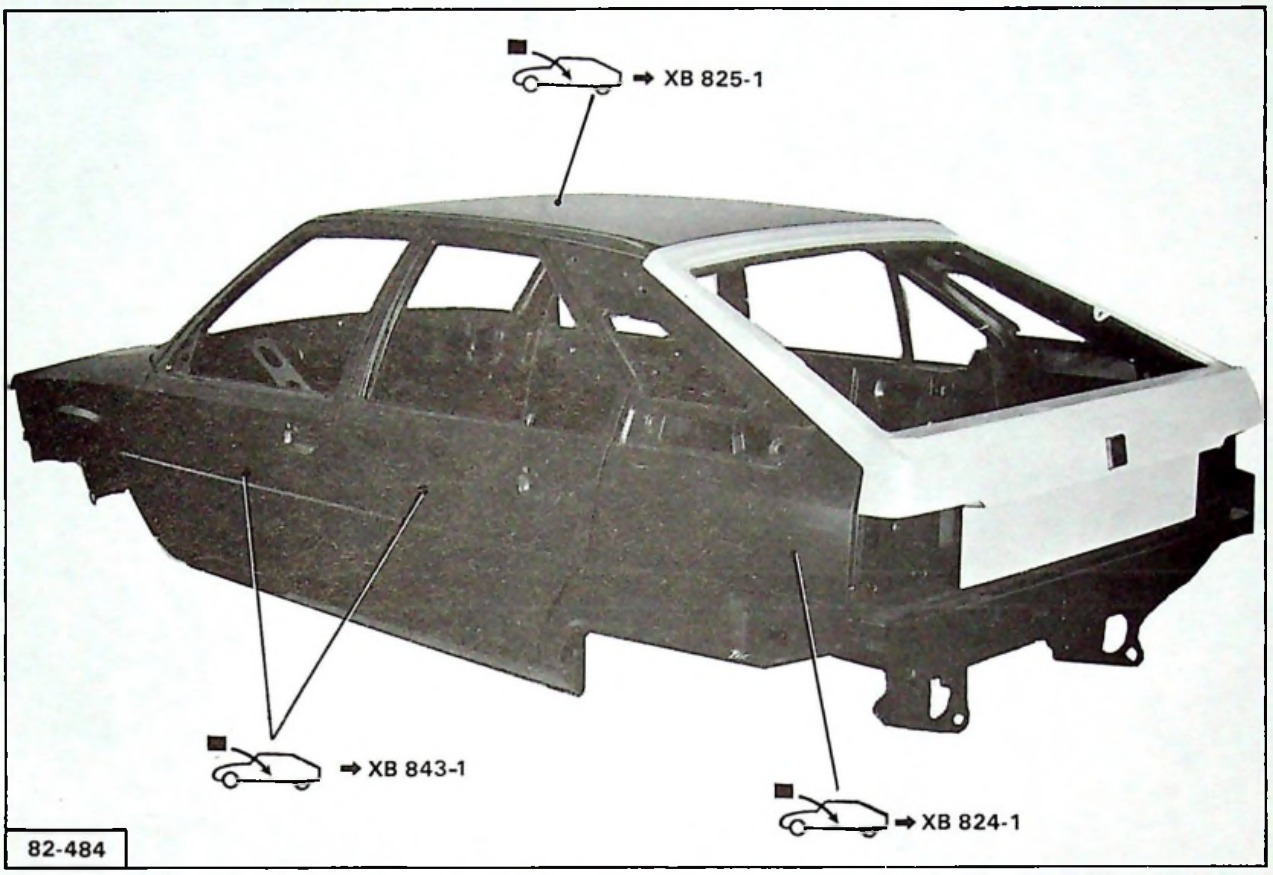
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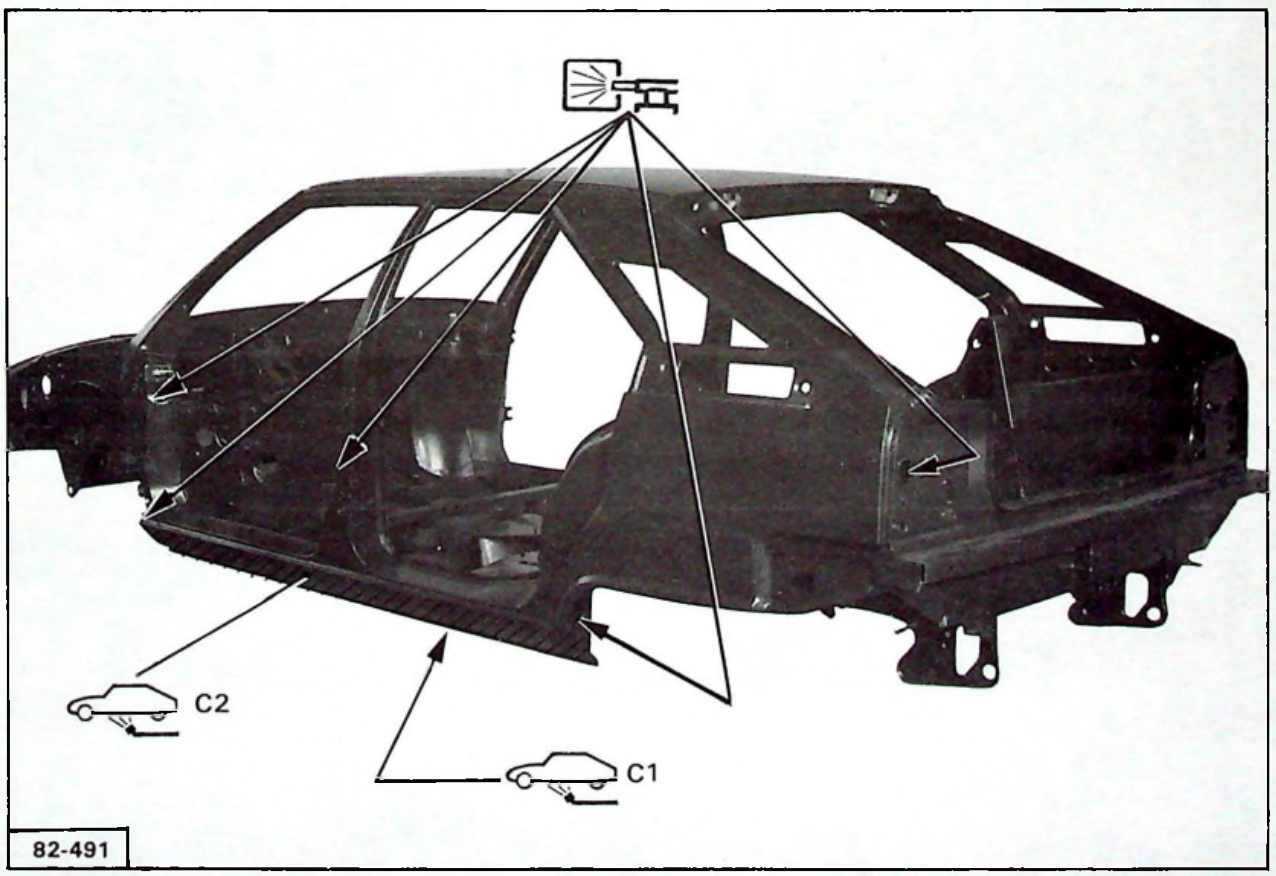
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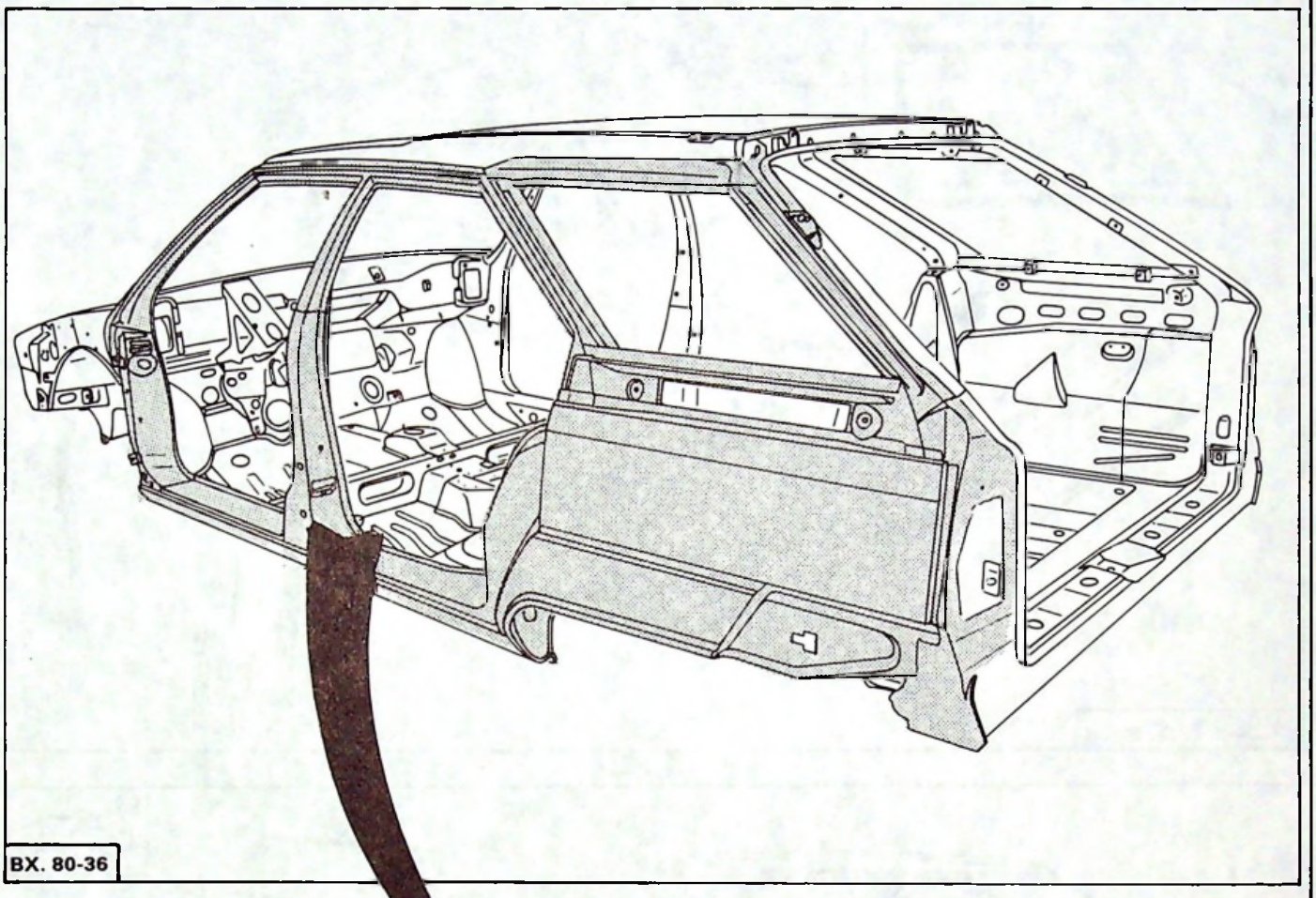
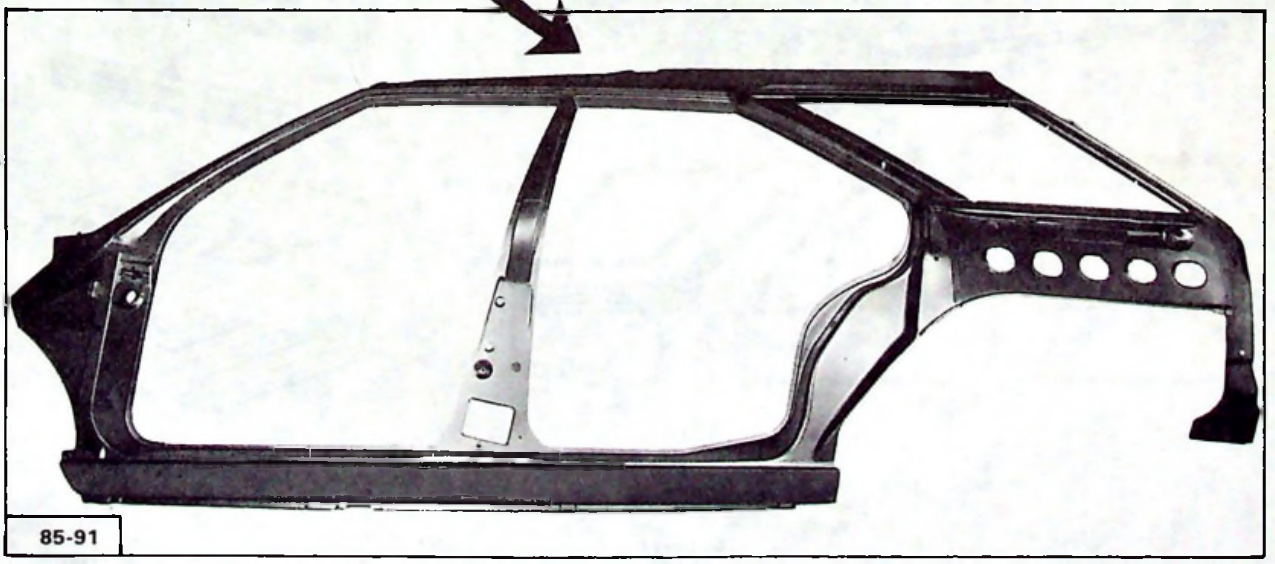


BX. 80-36



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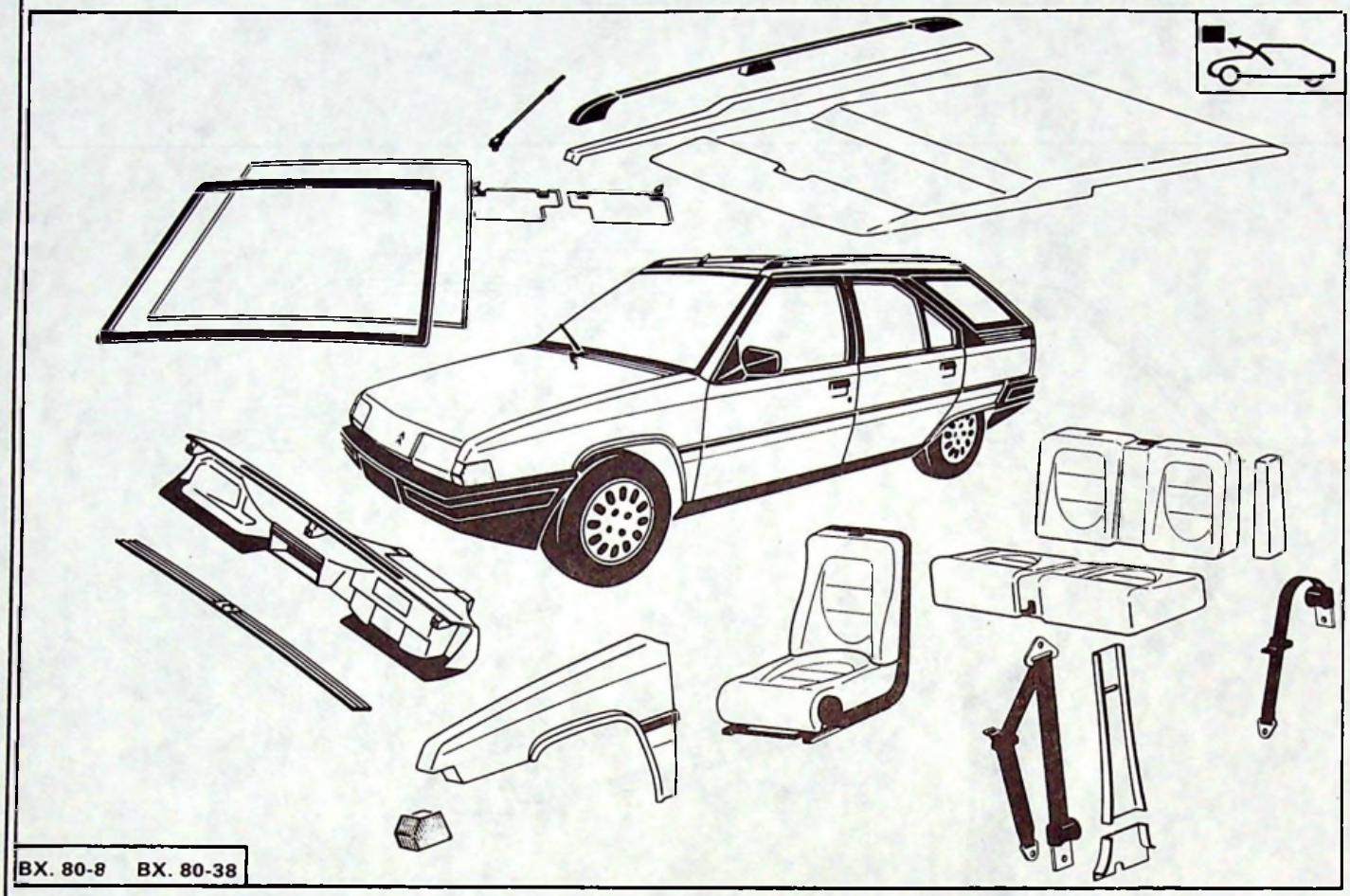
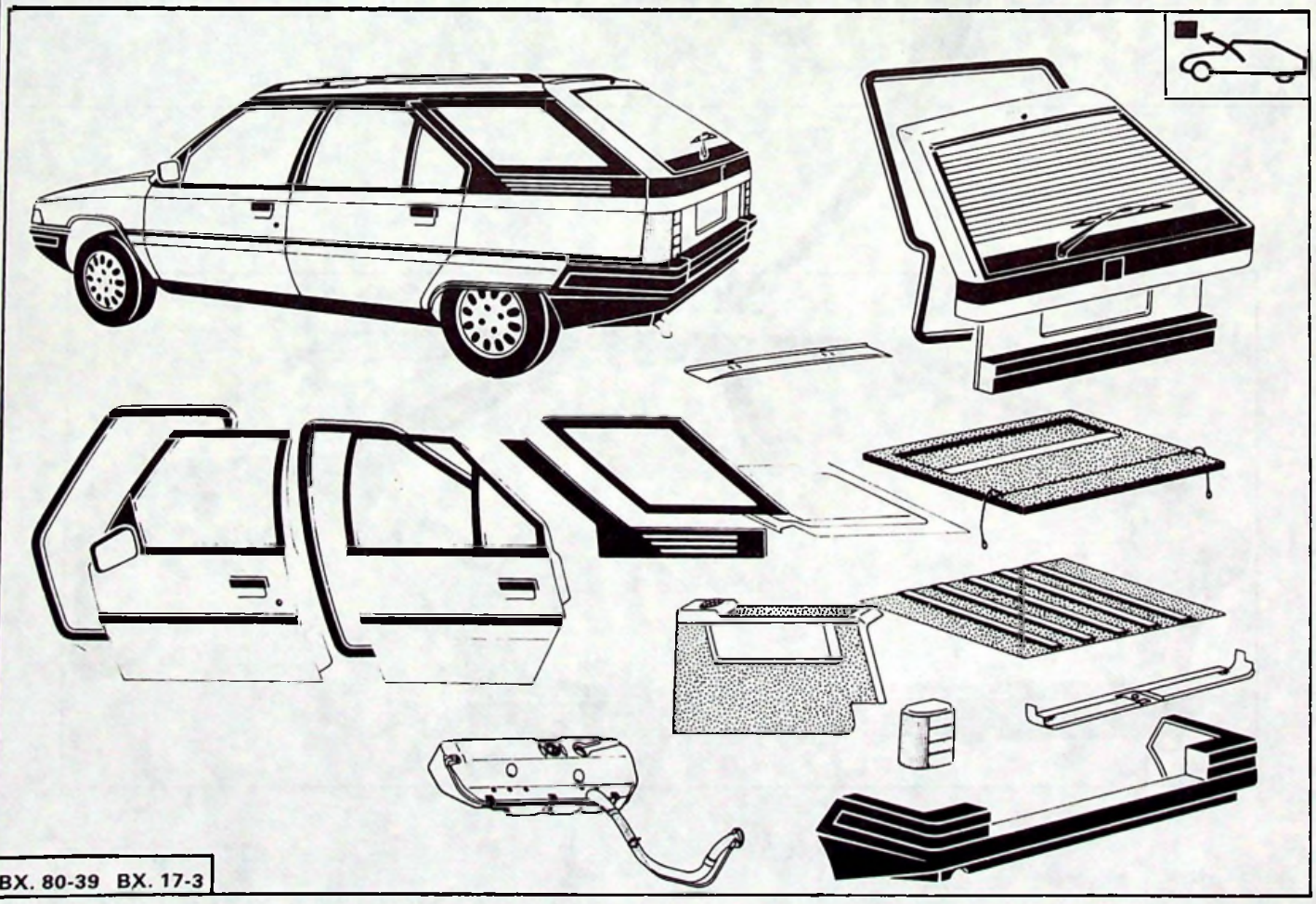


BX. 80-8 BX. 80-38



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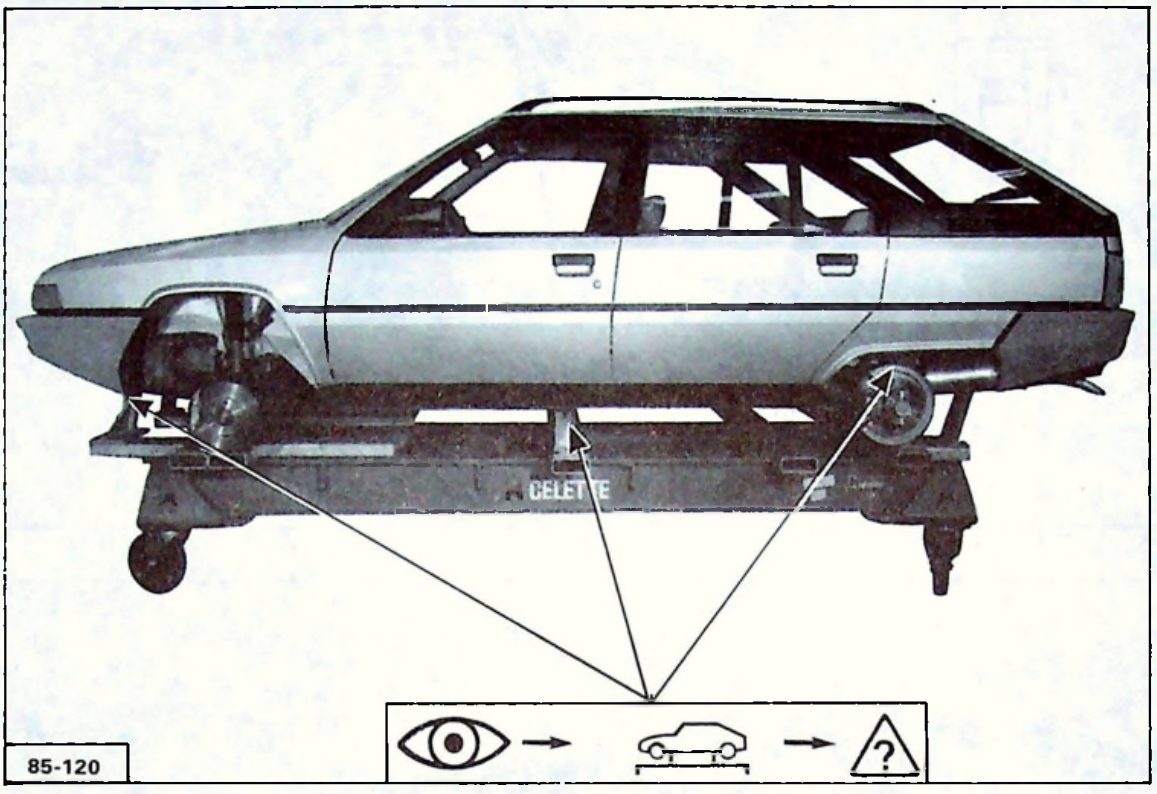
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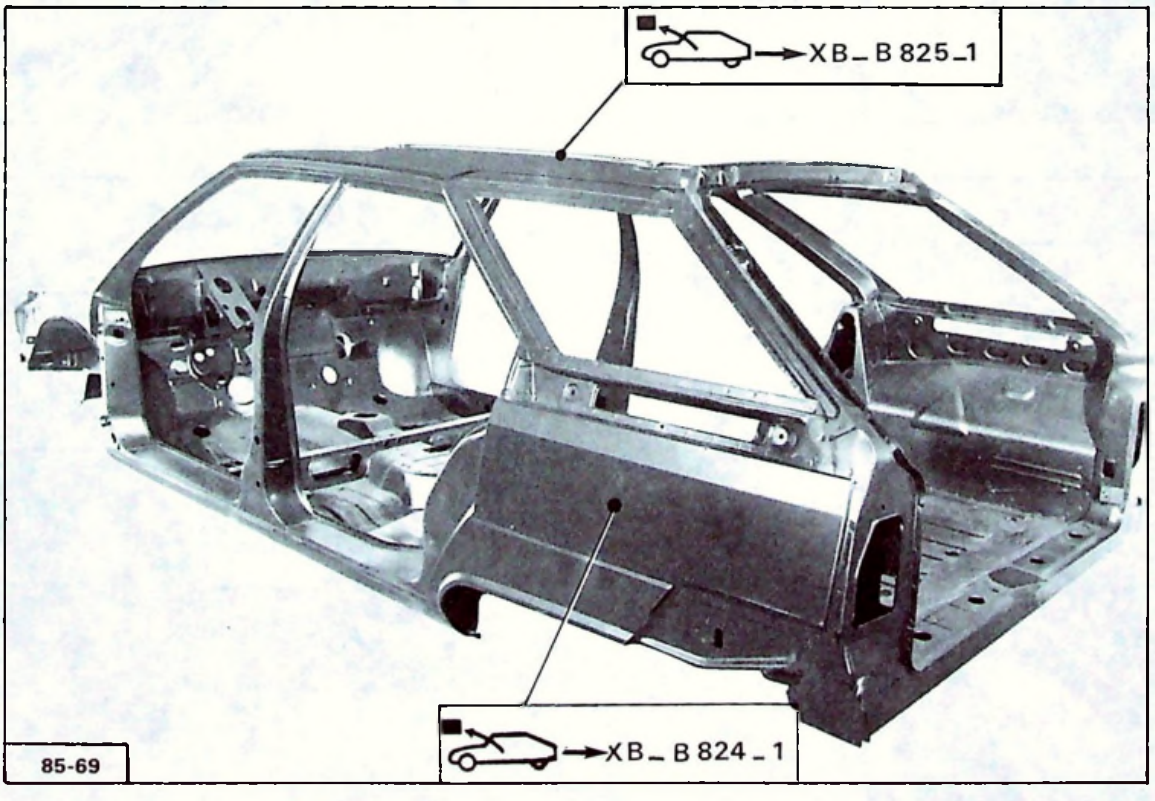
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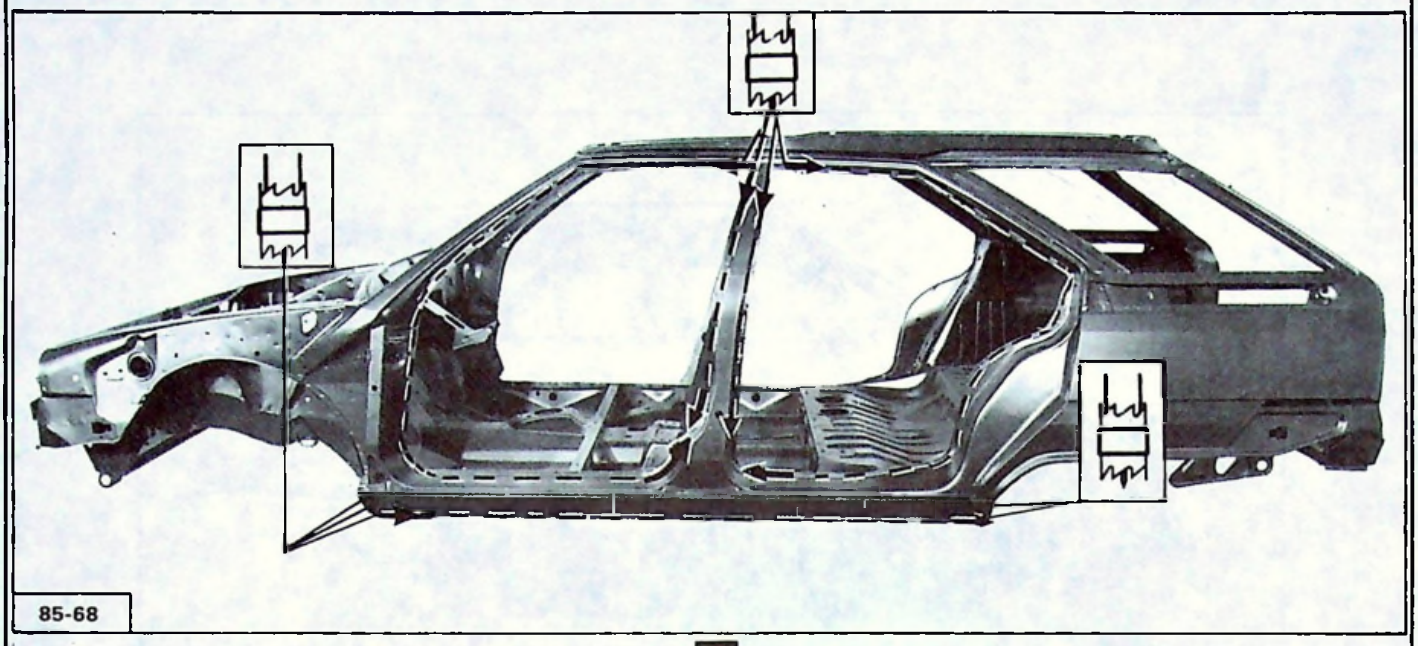
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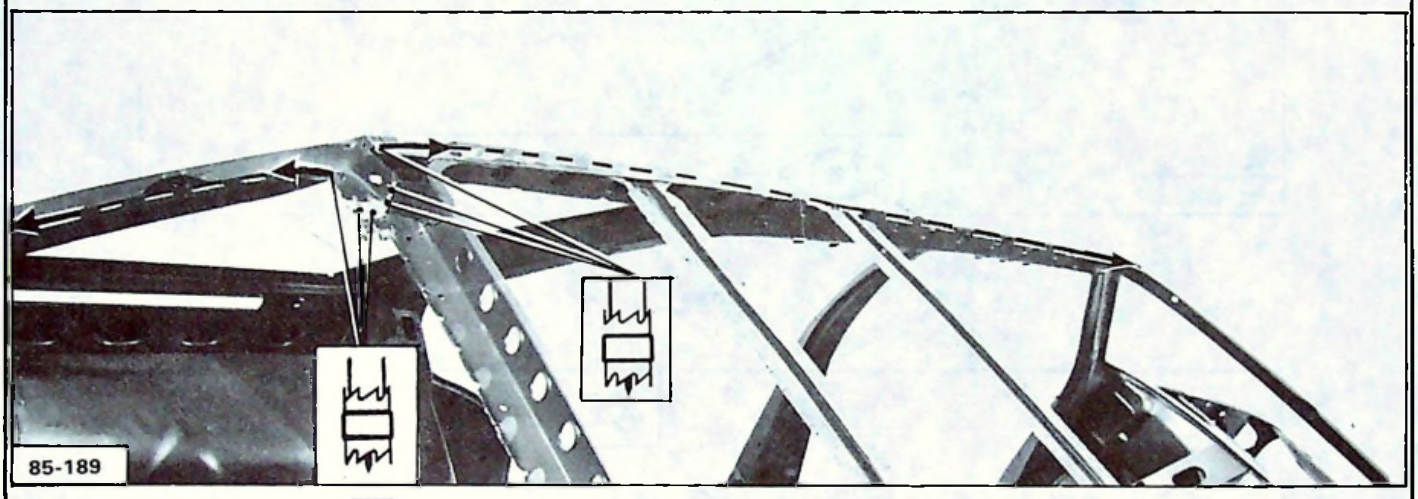
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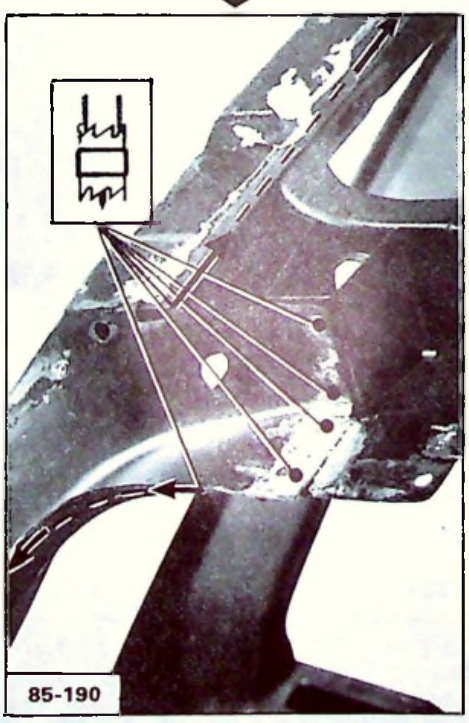
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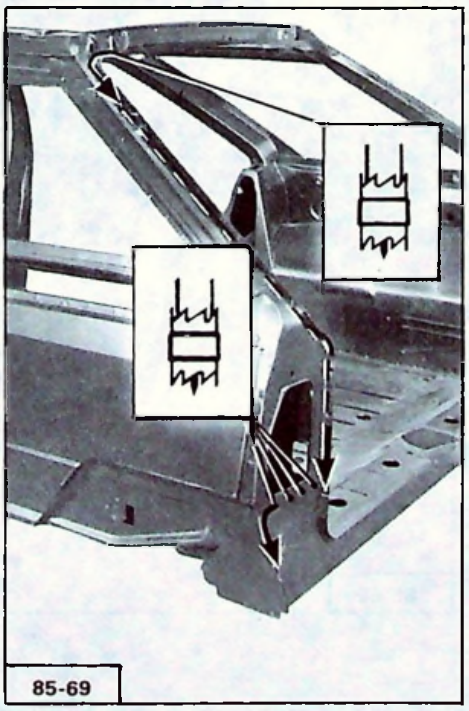
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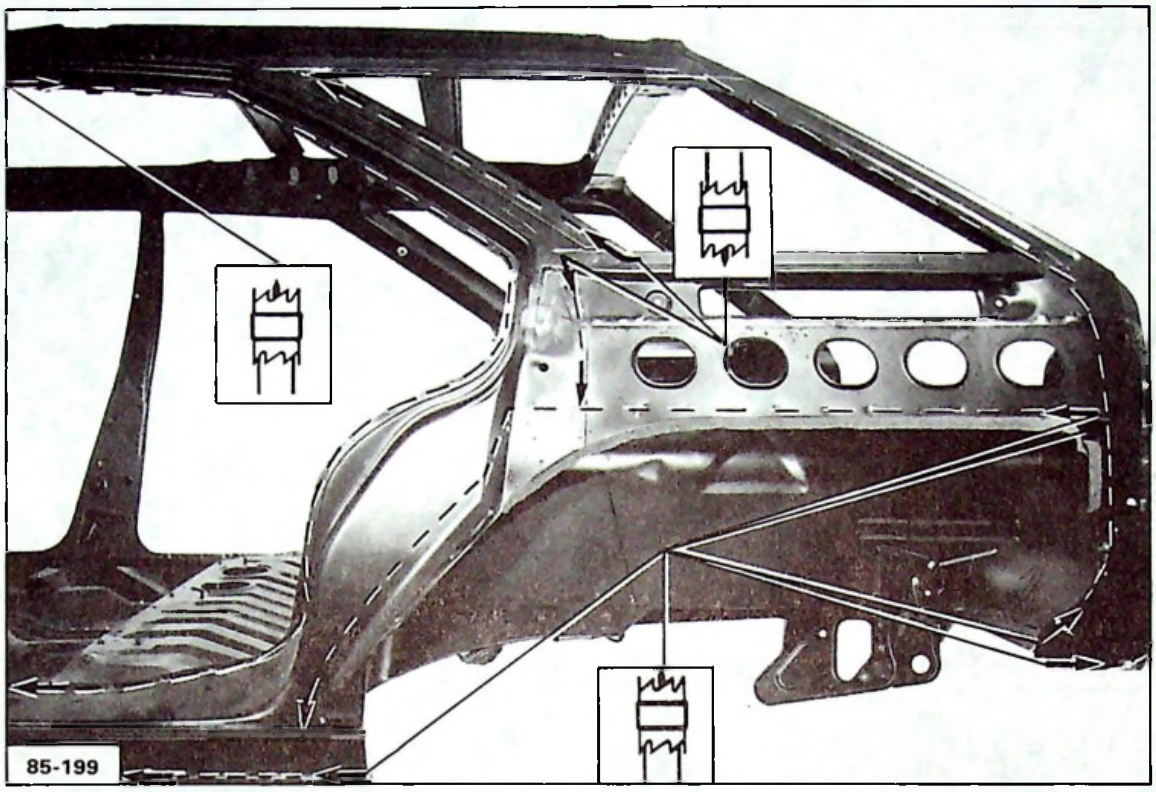
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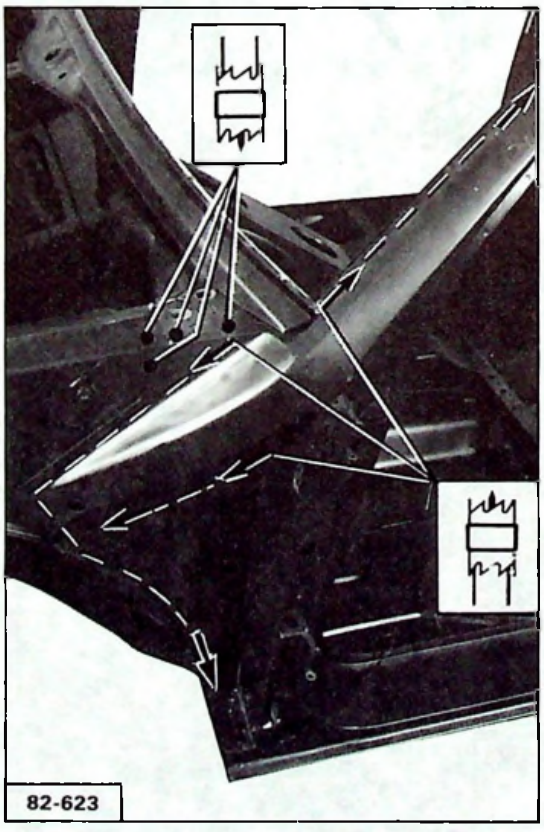
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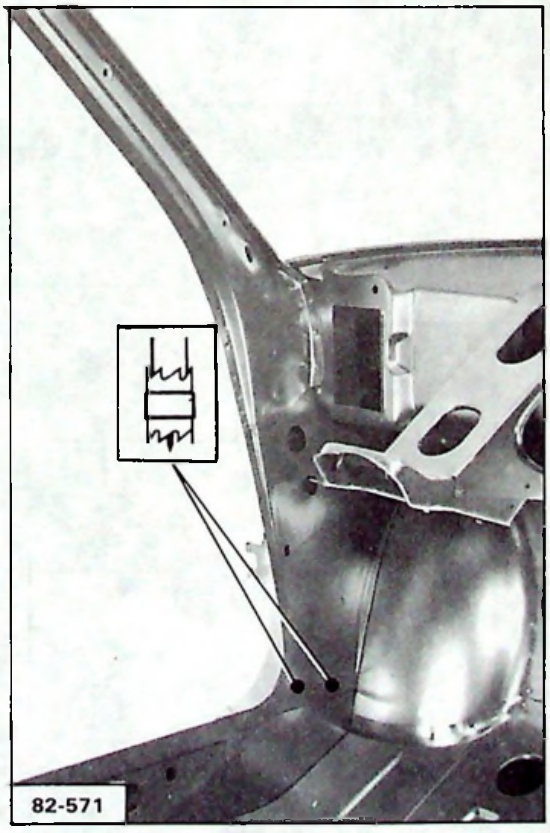
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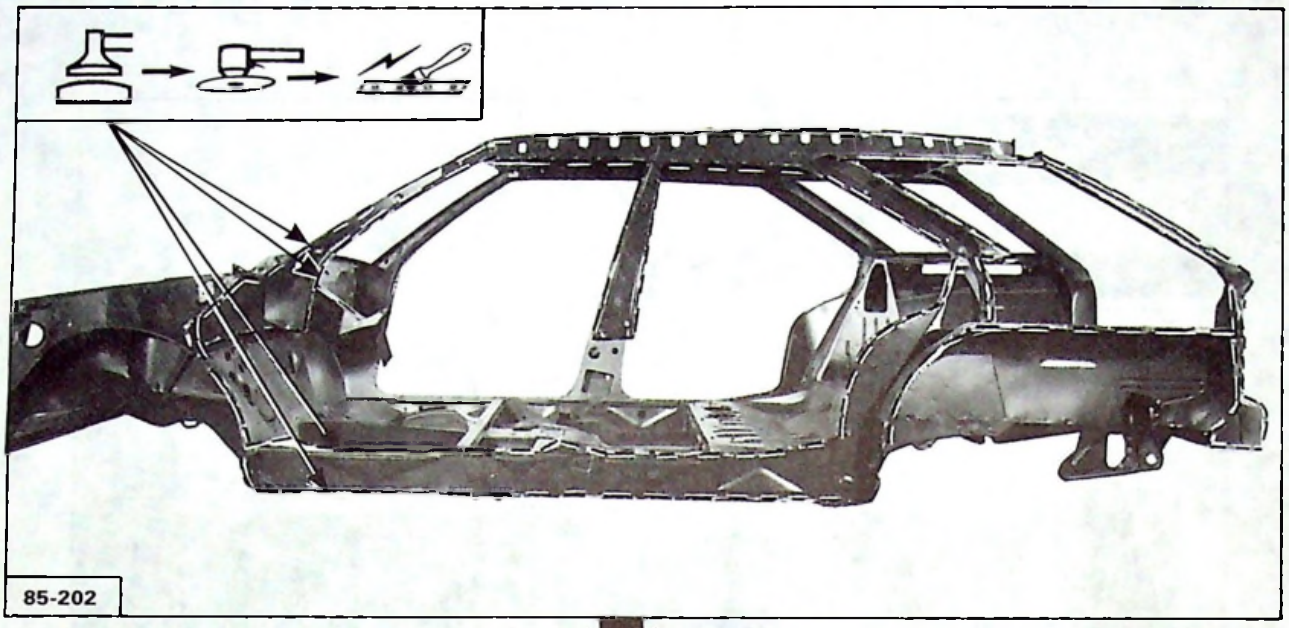
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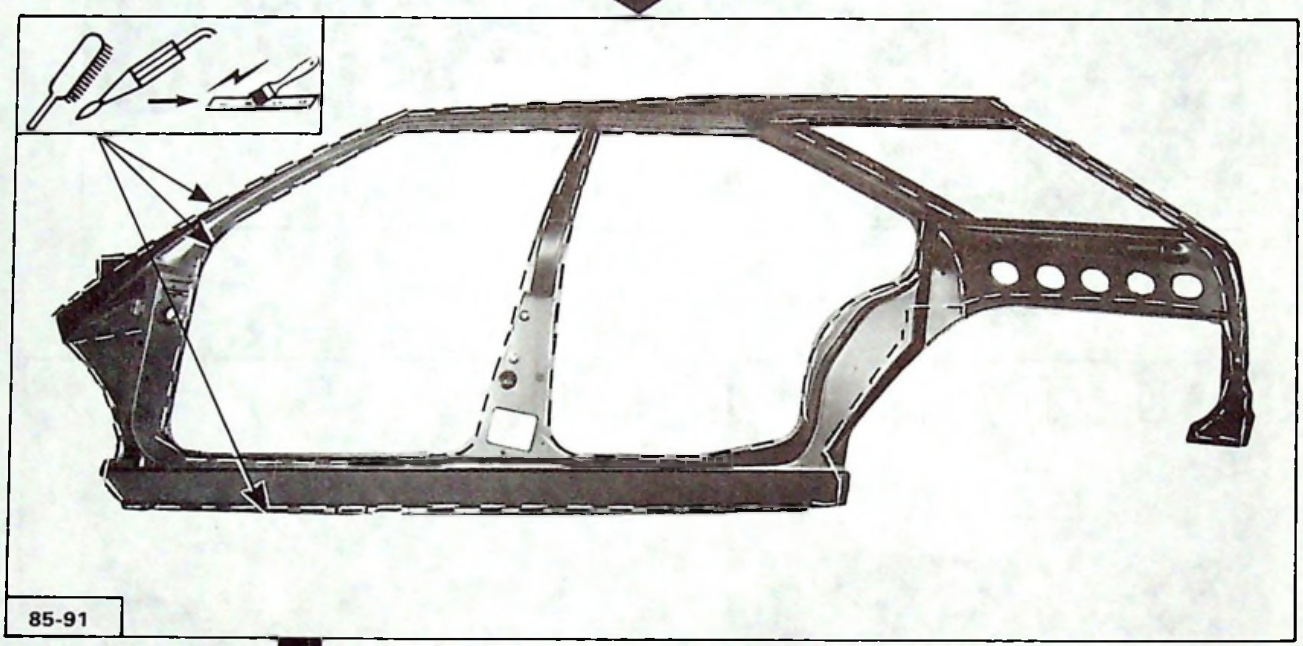
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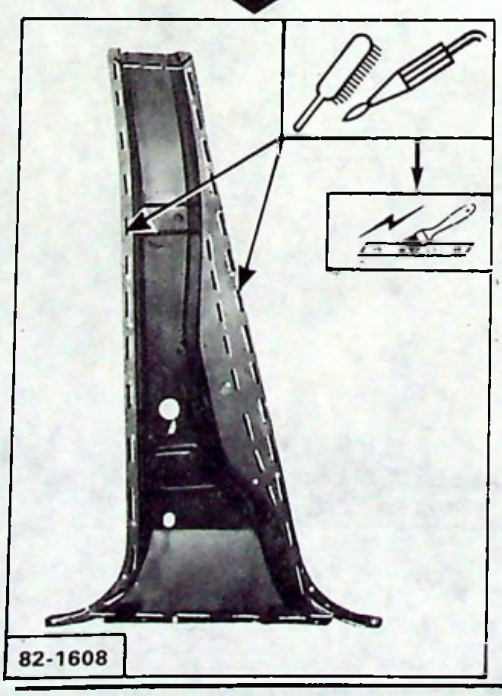
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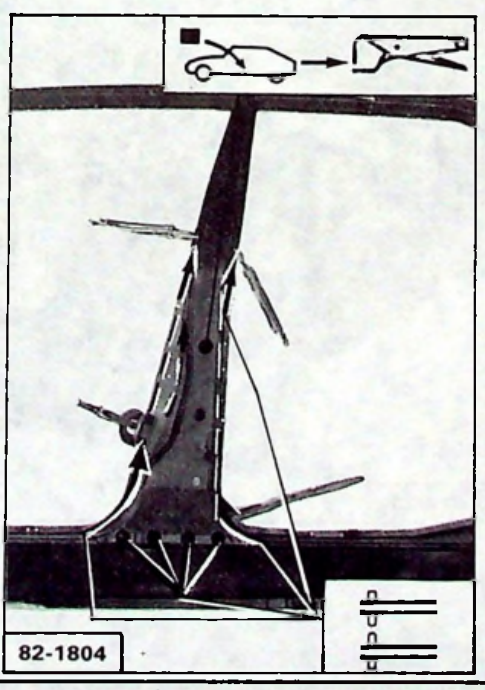
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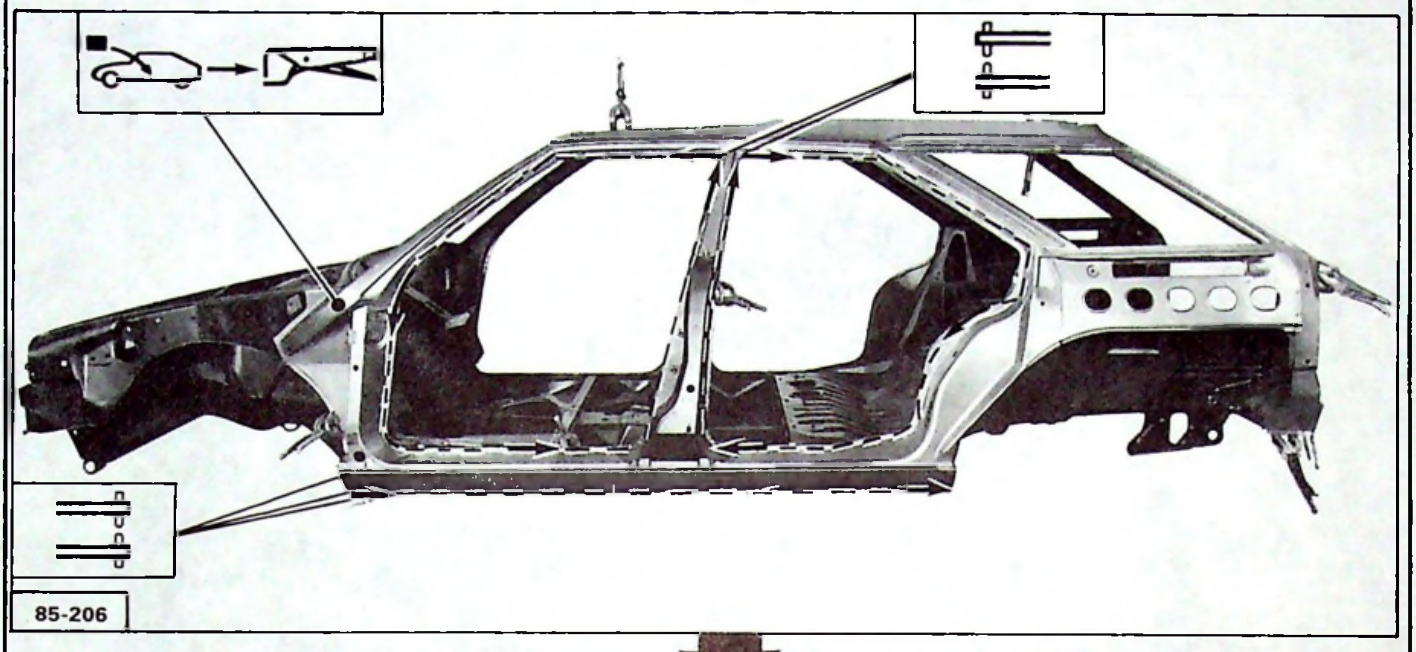
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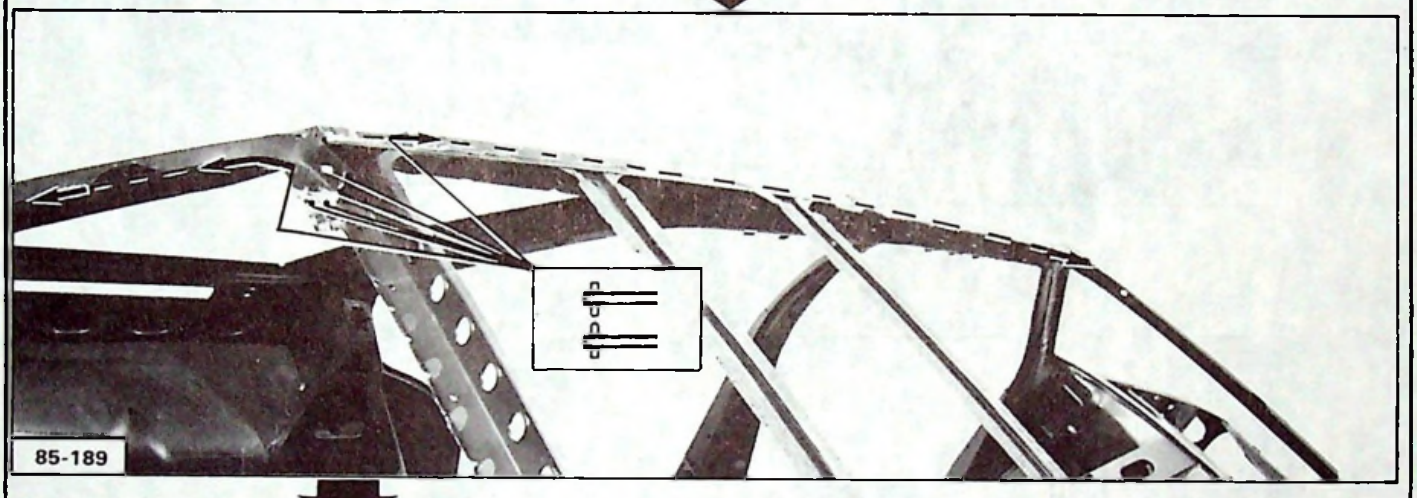
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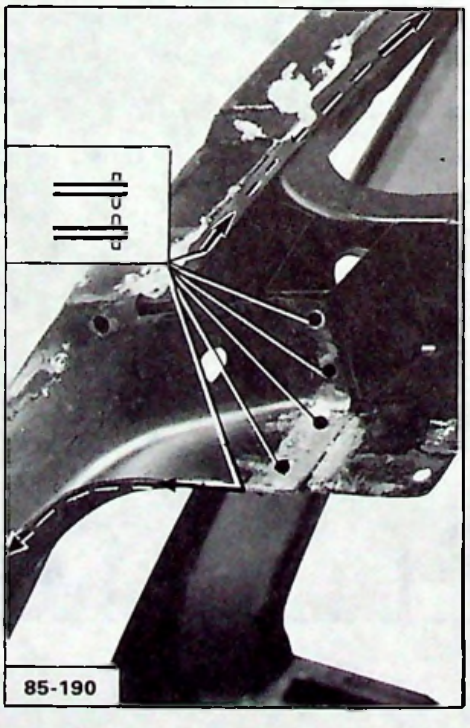
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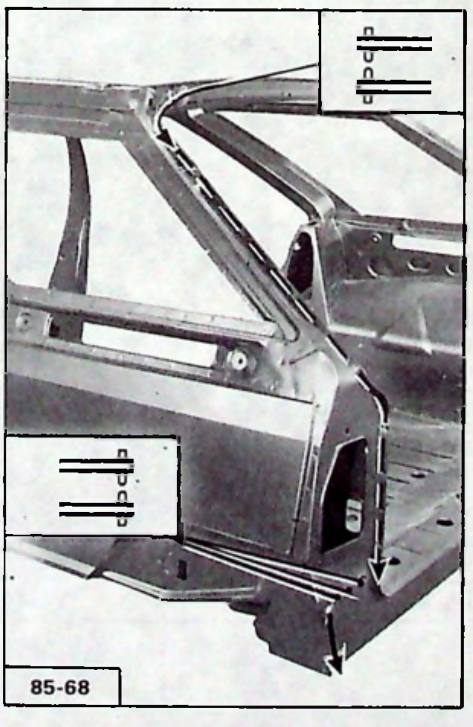
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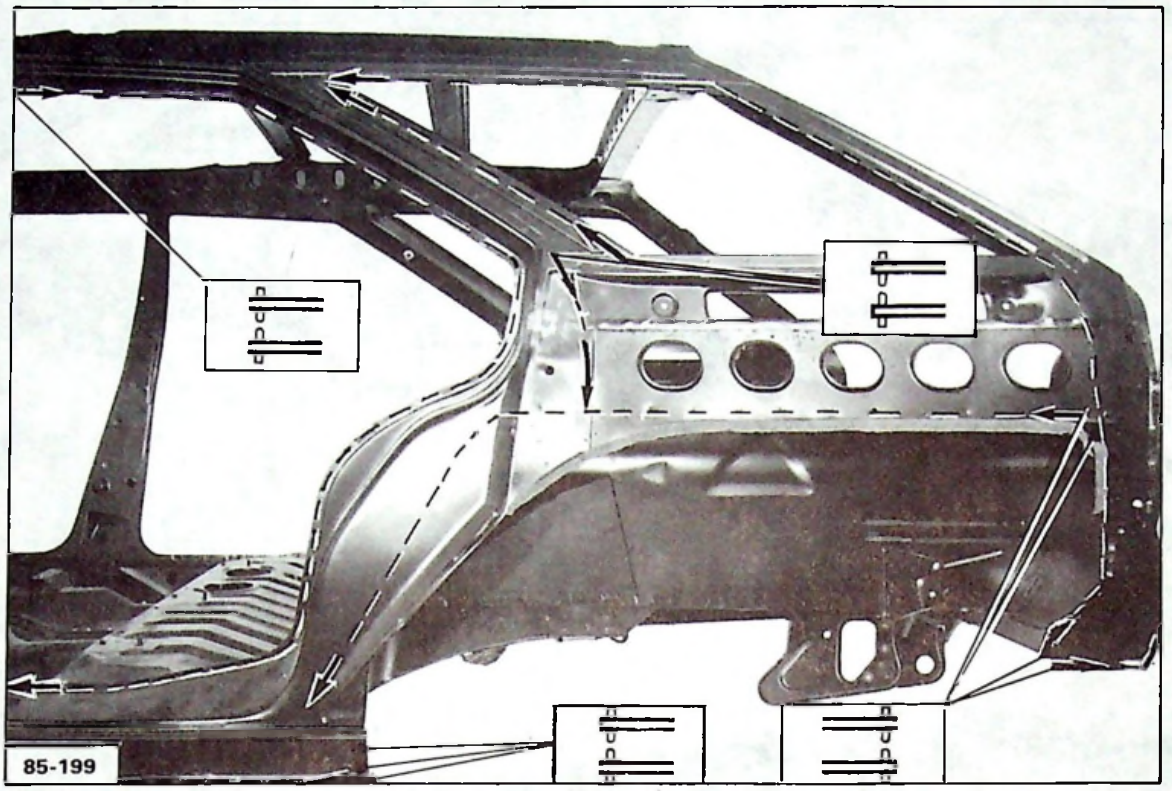
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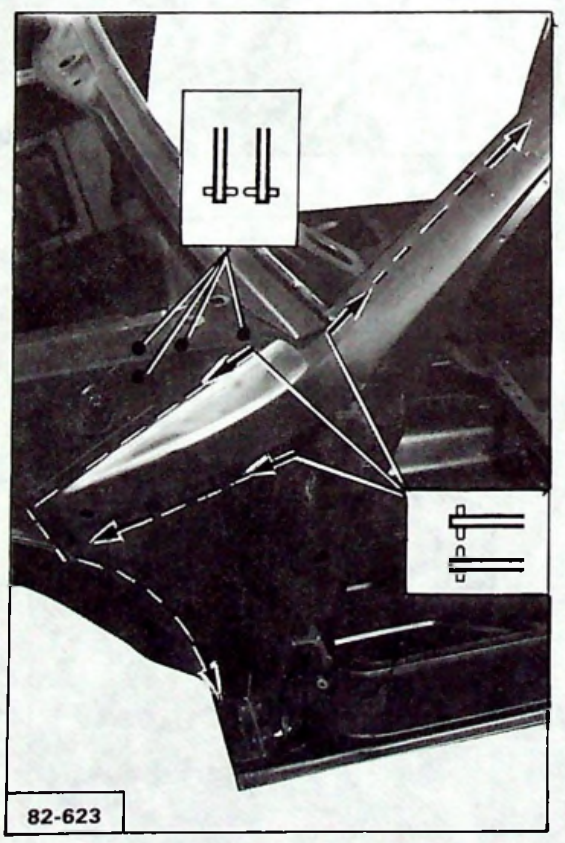
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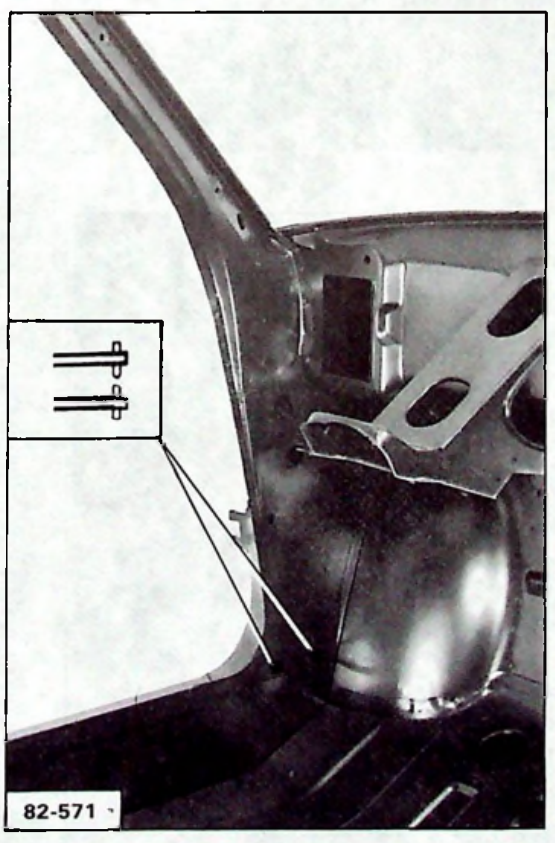
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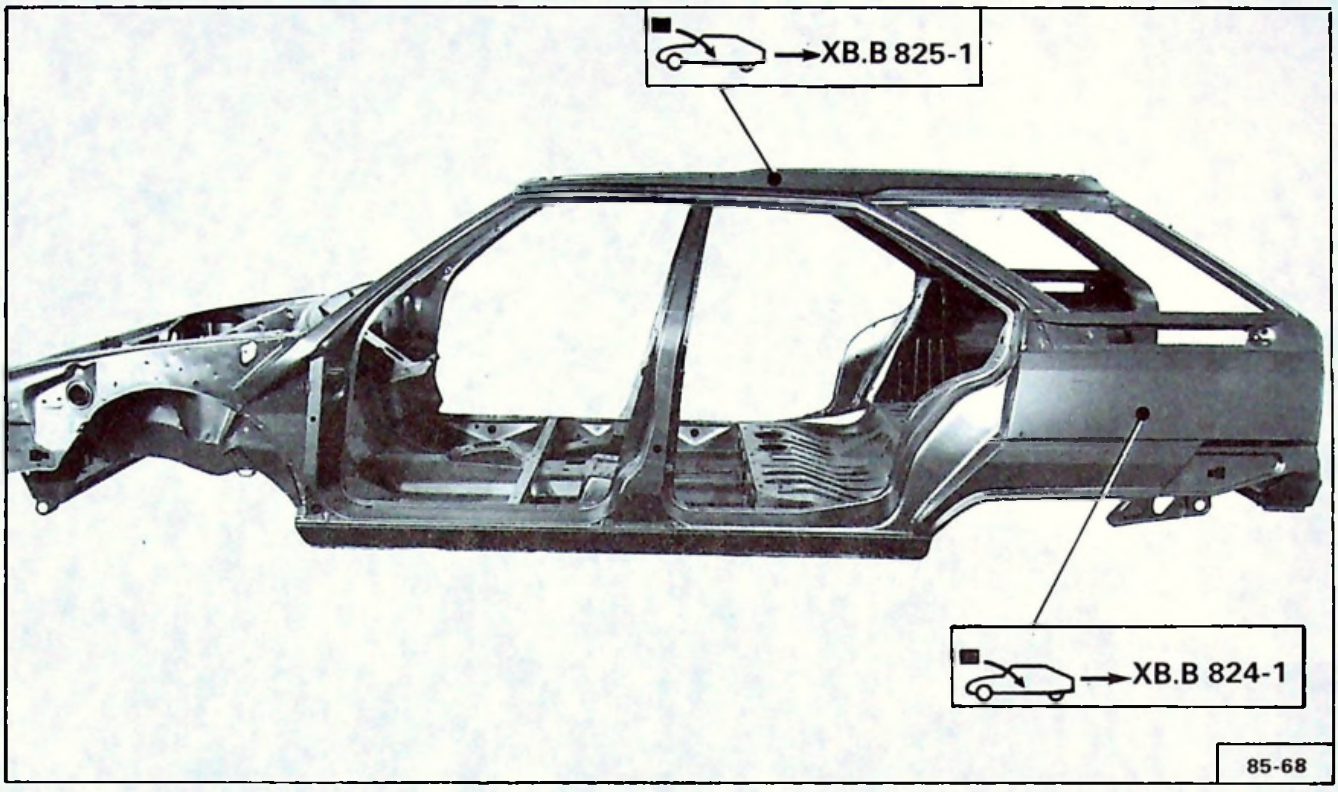
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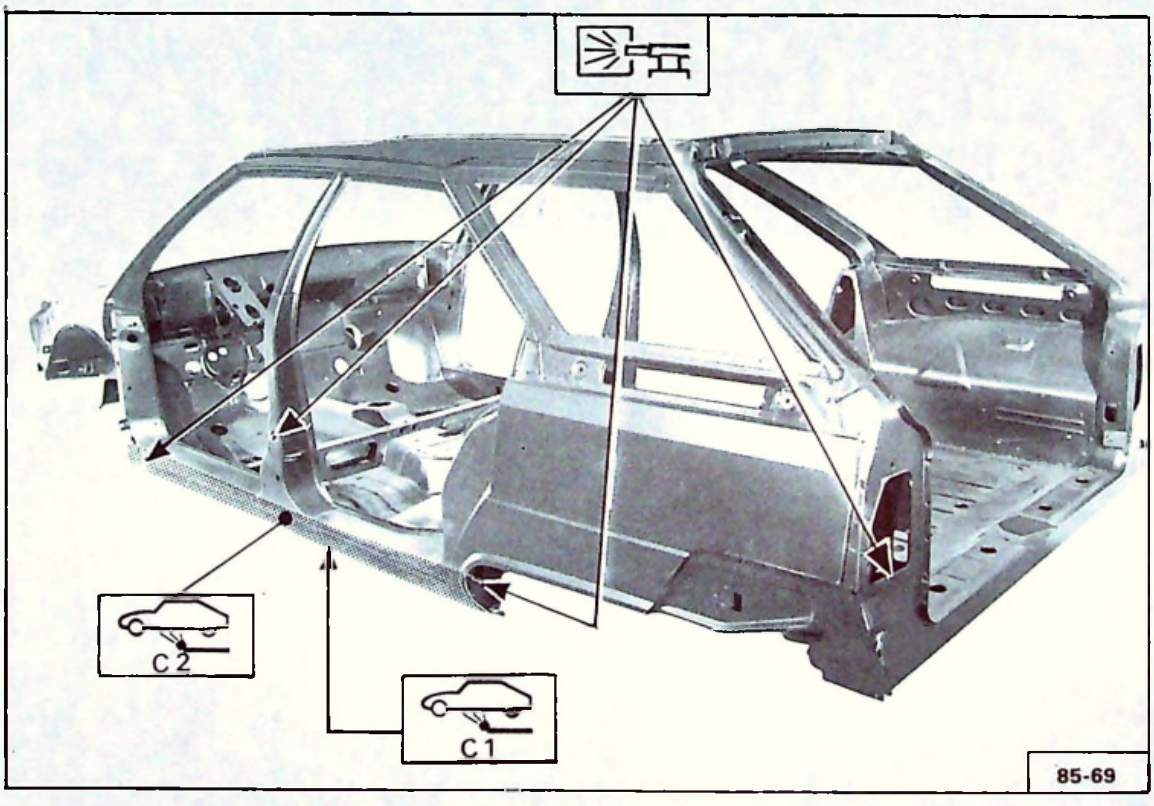
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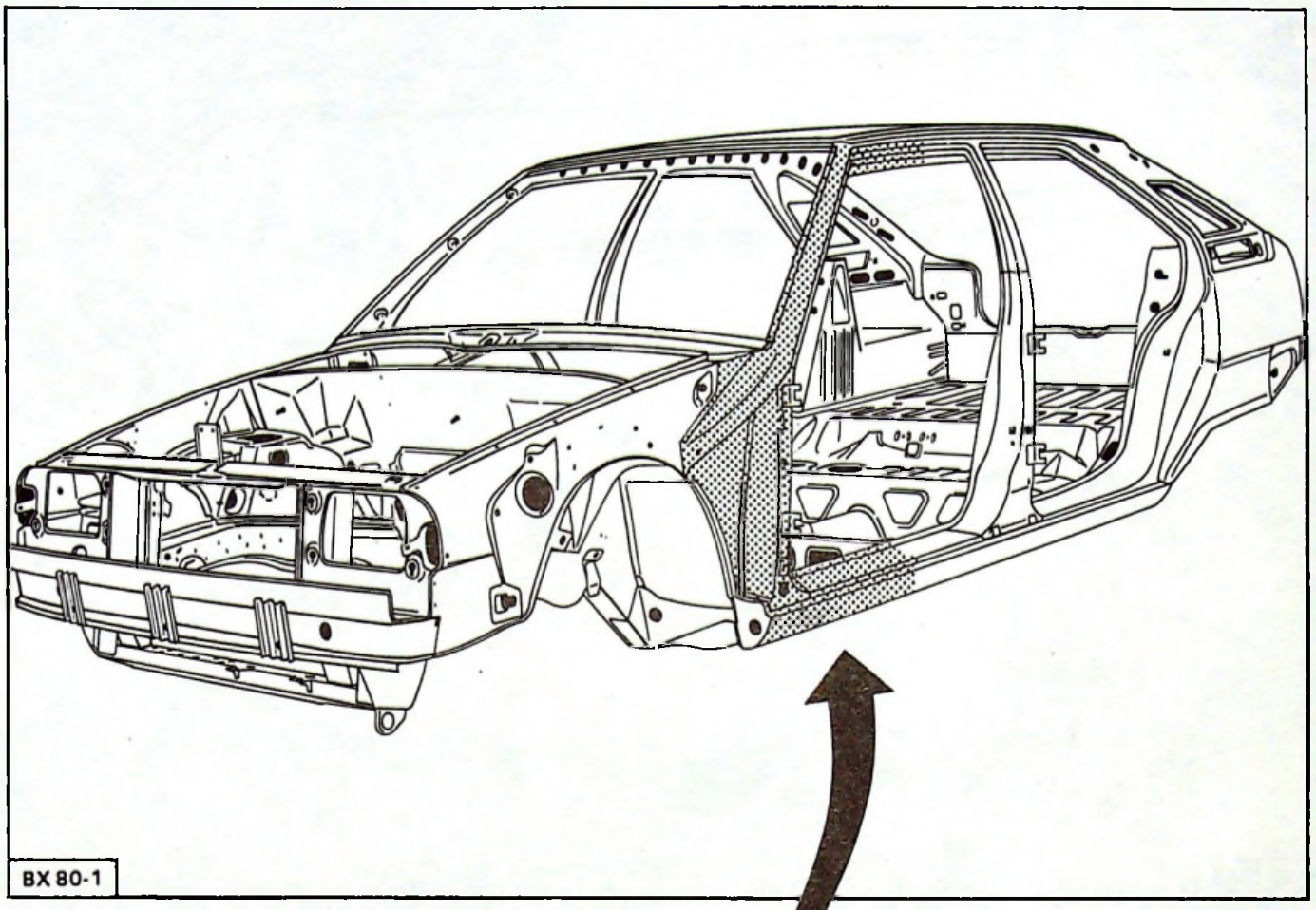

BX 80-1

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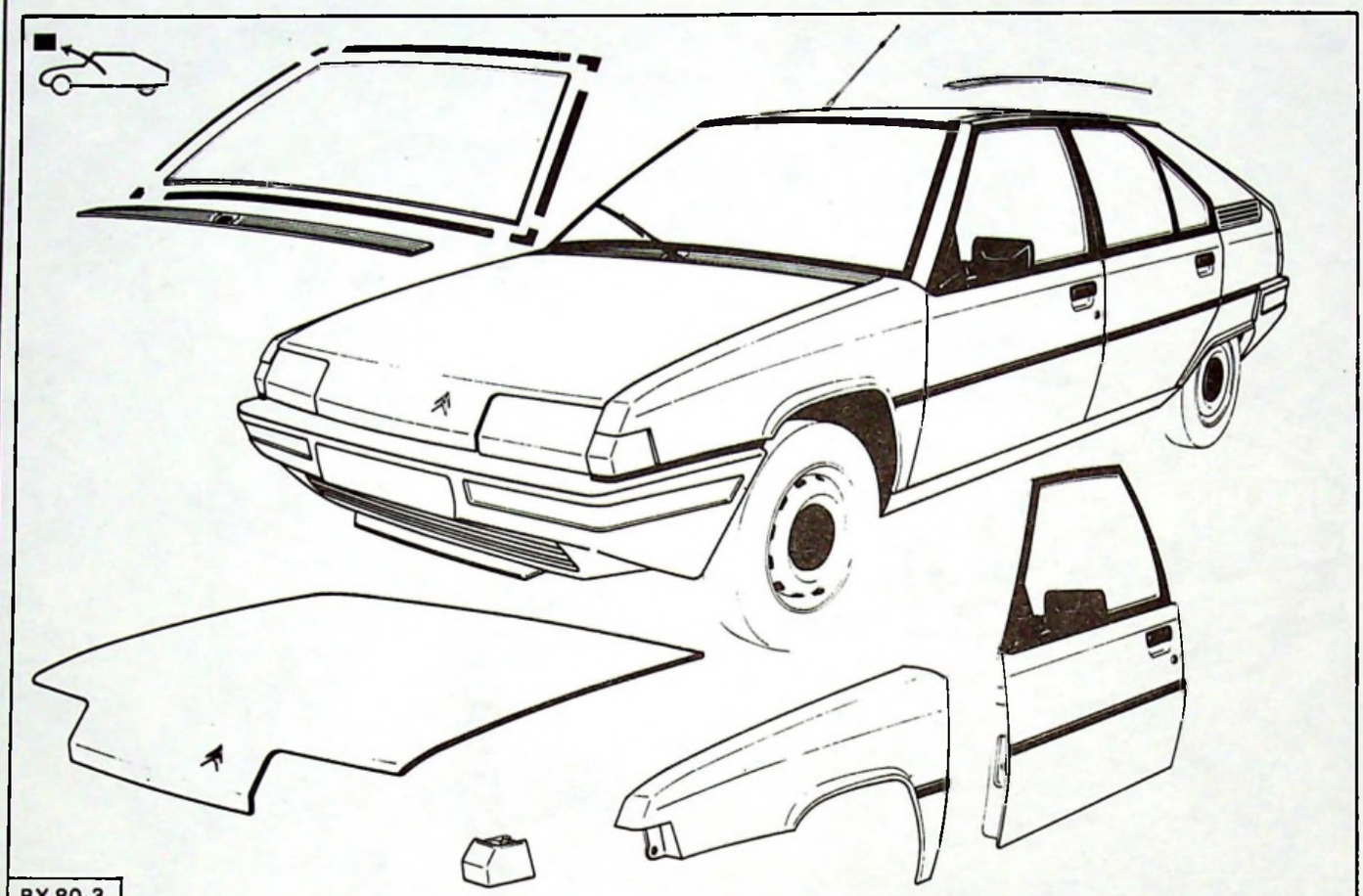

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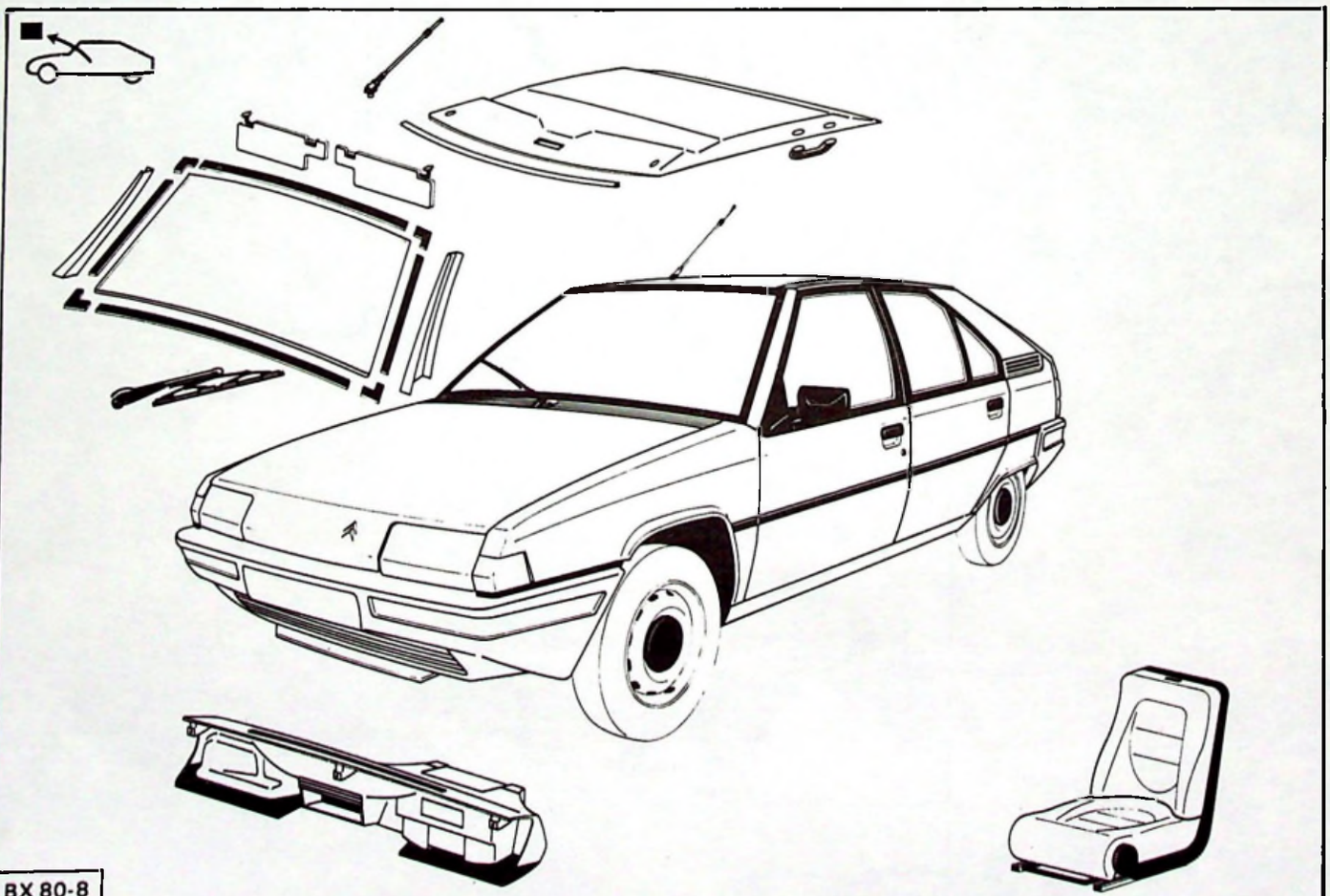
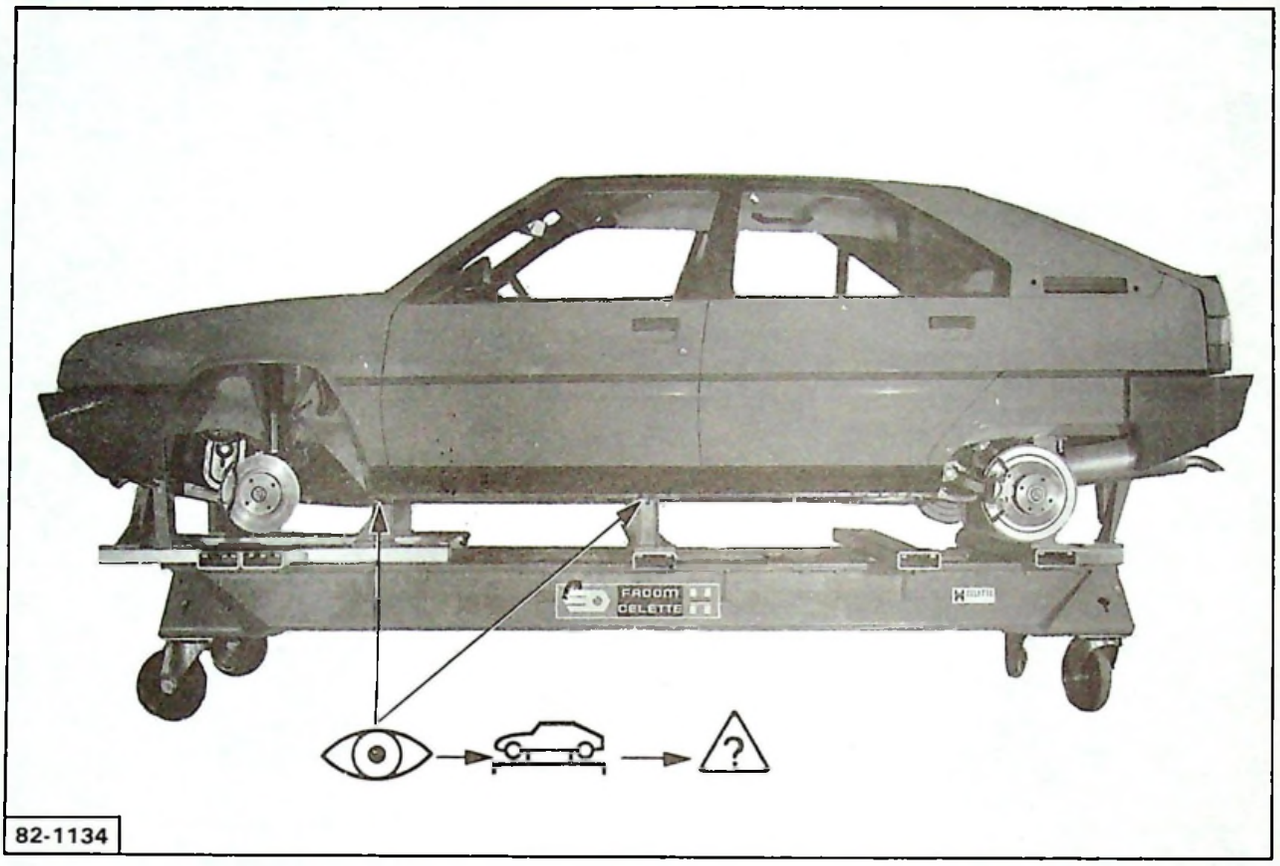


BX 80-8



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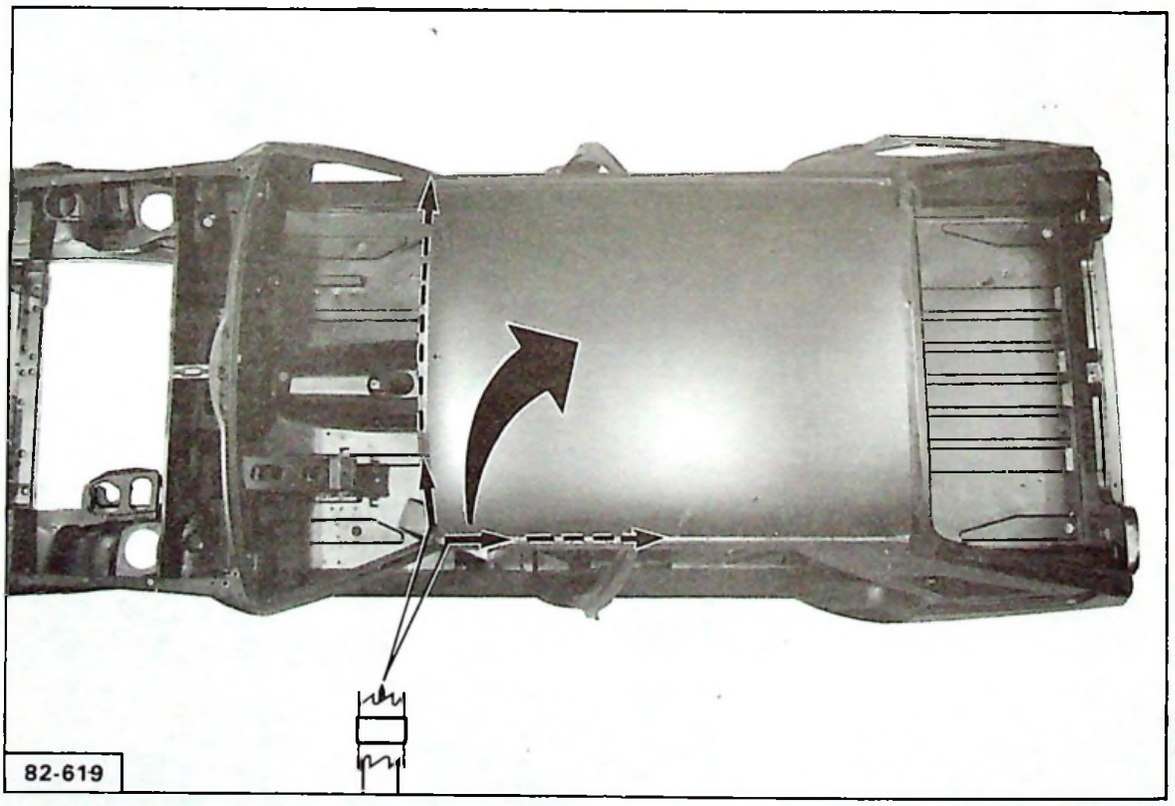

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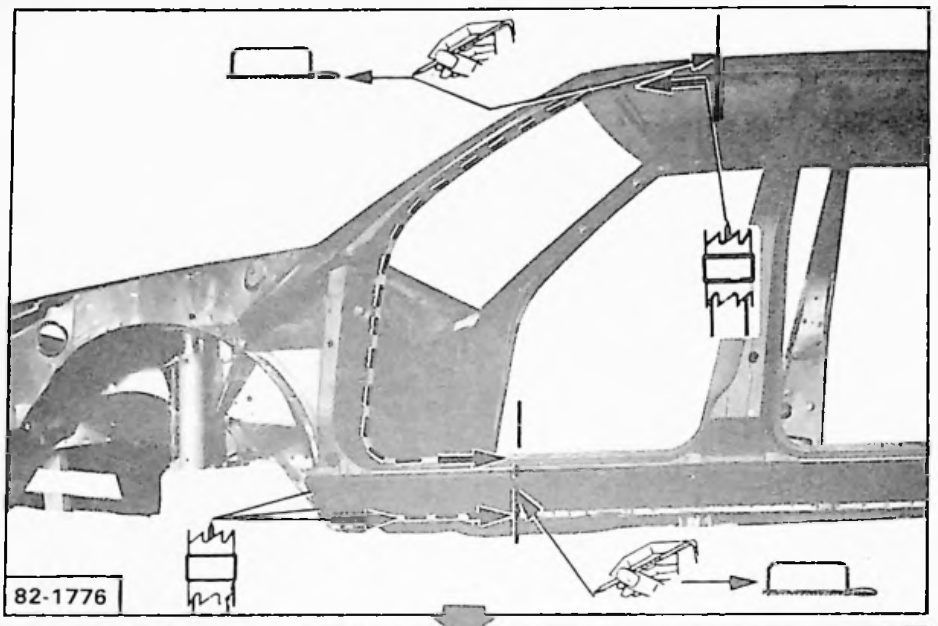
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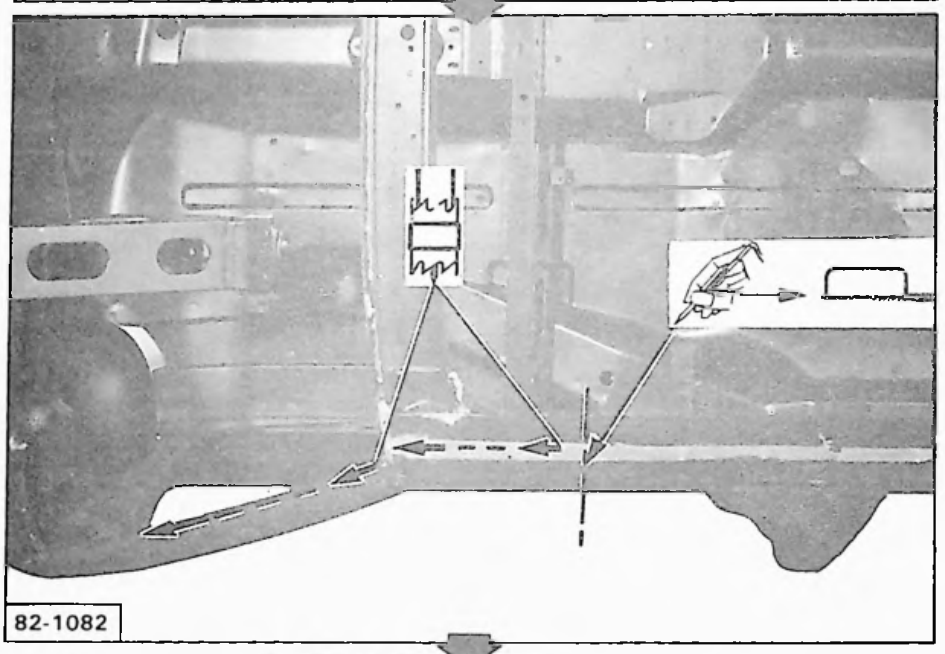
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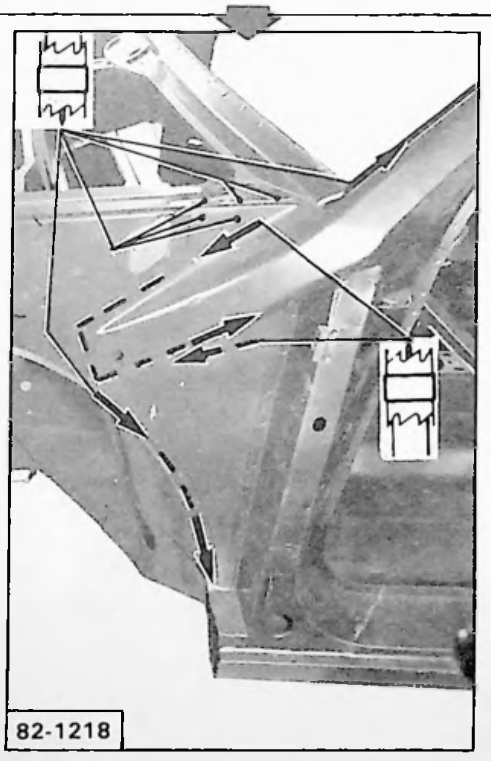
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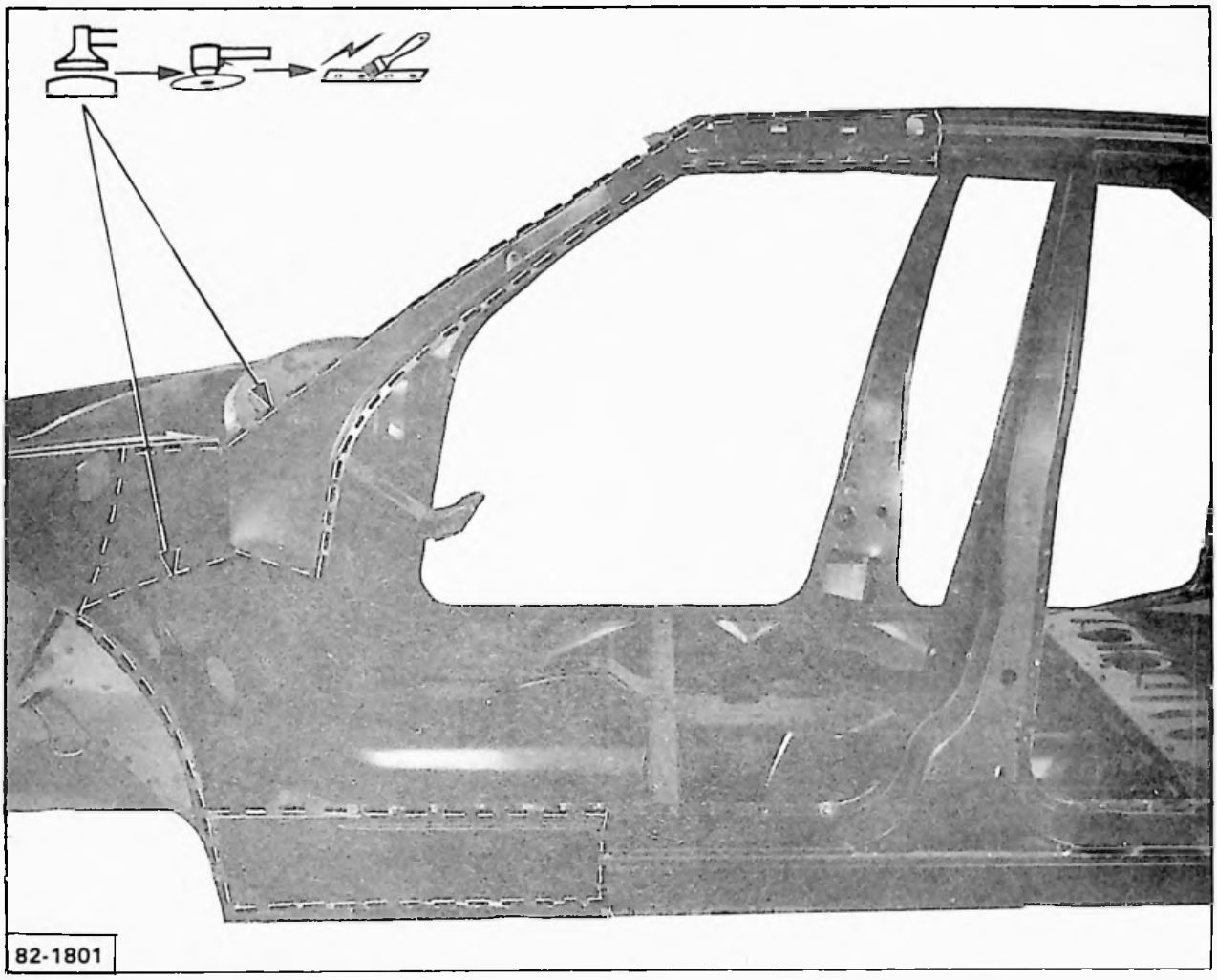

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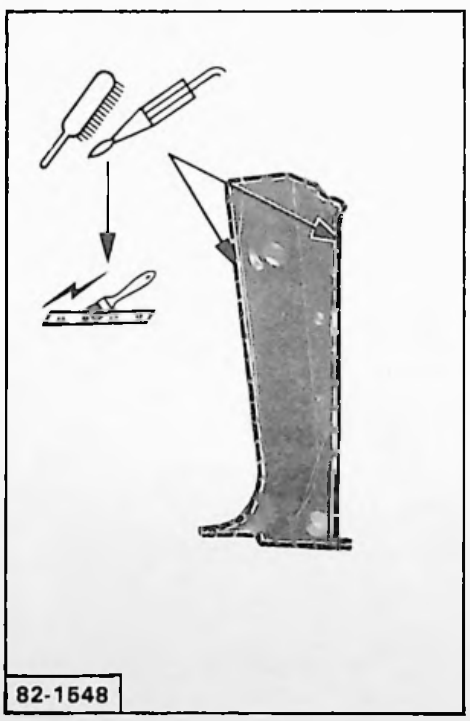

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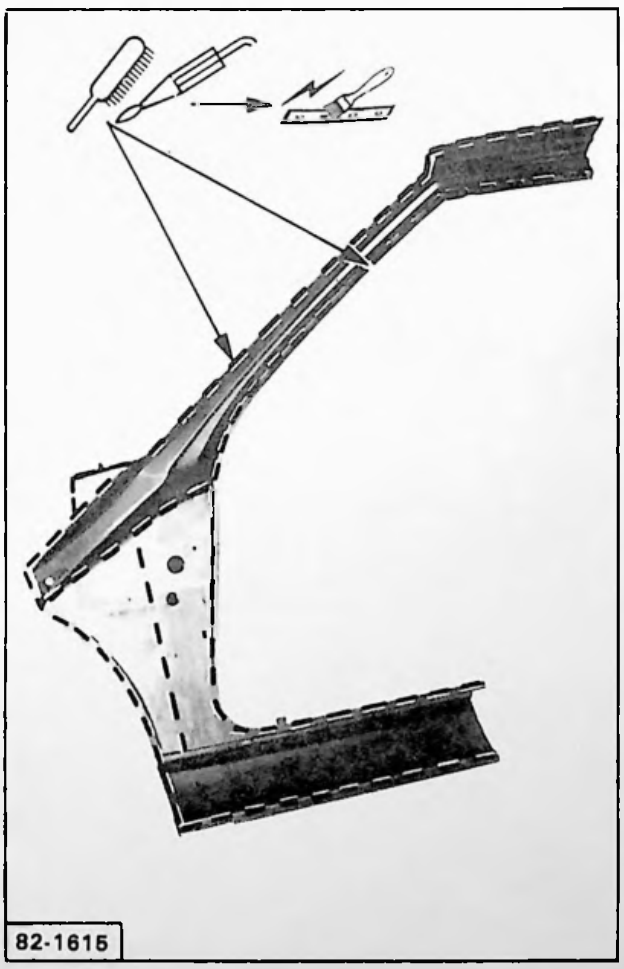

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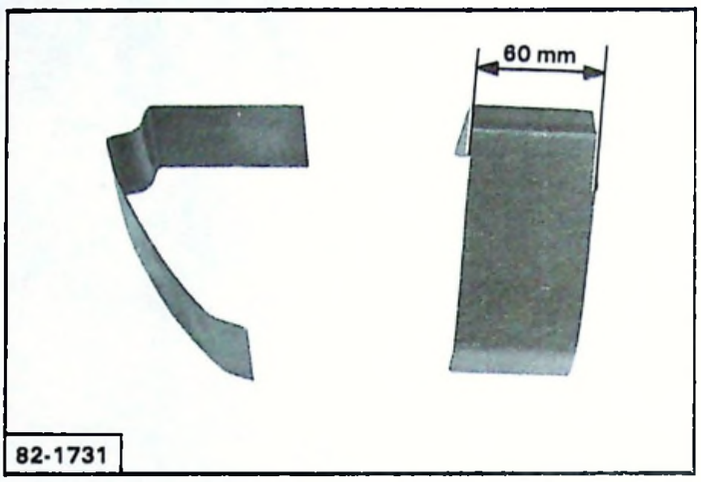
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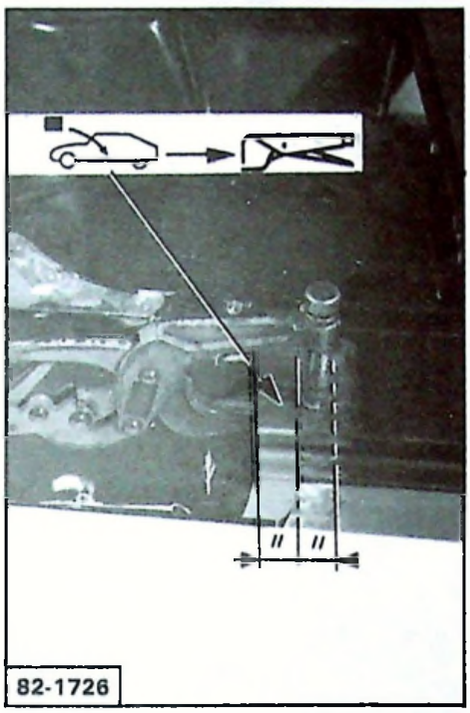
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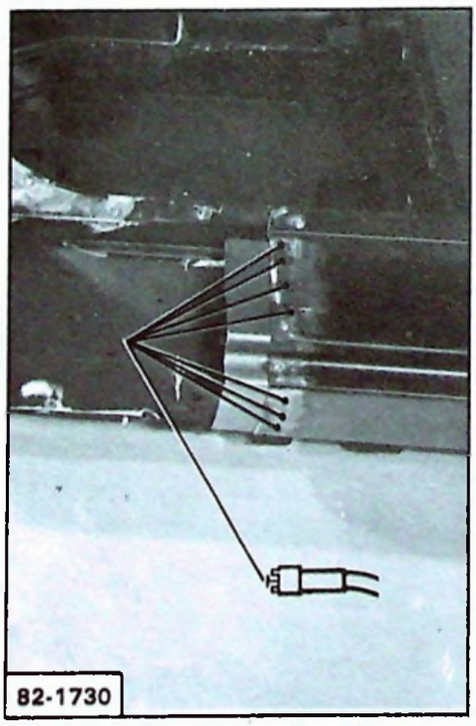
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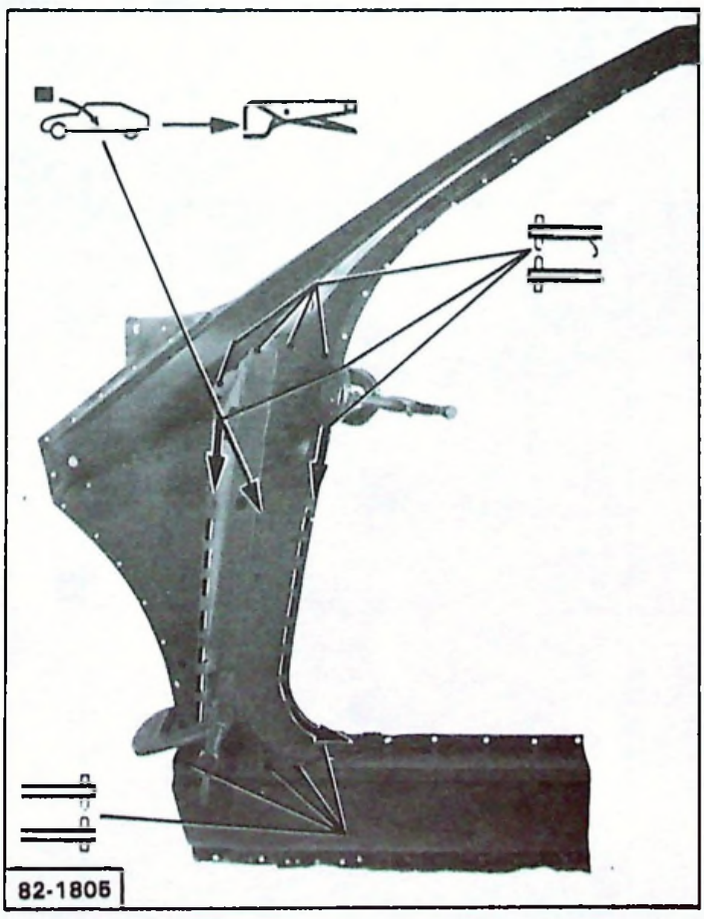
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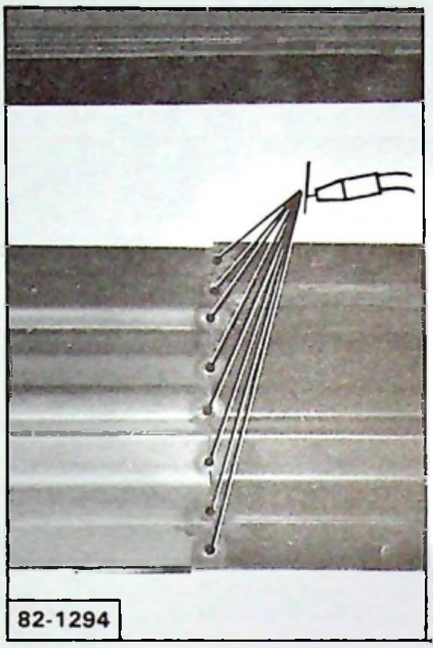
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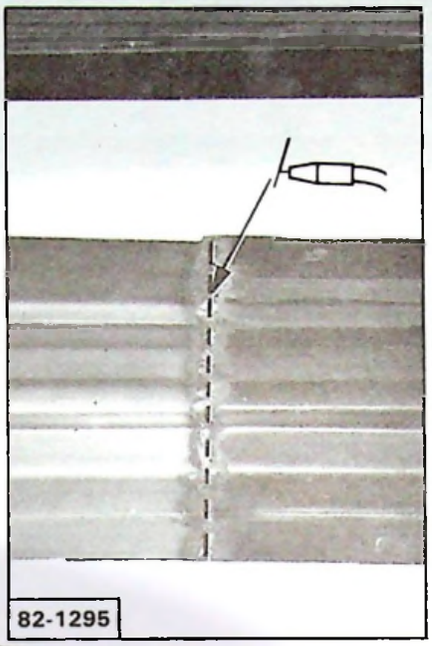
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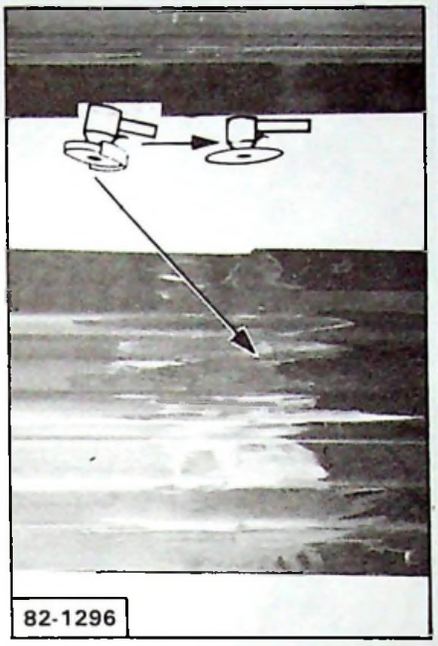
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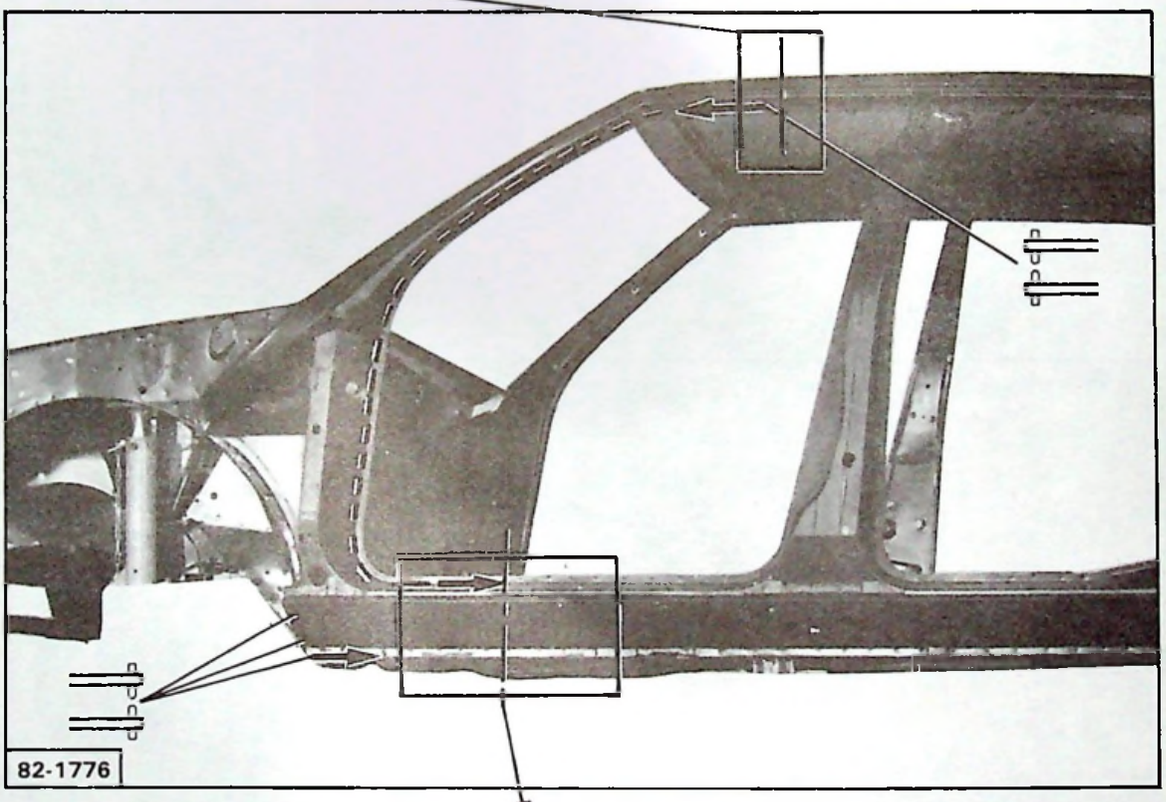
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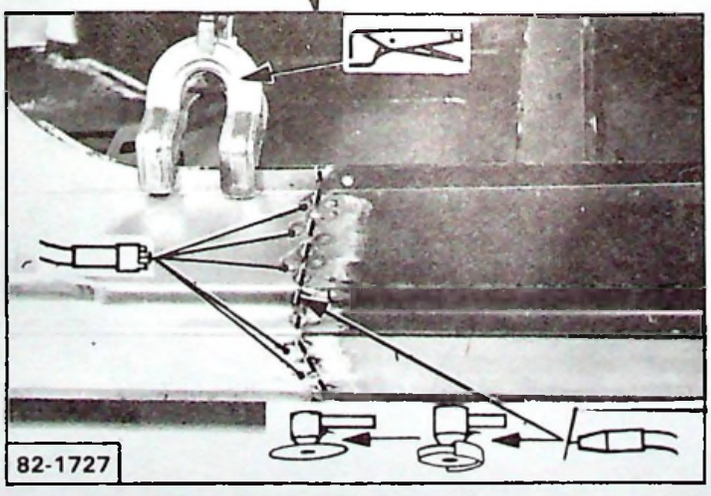
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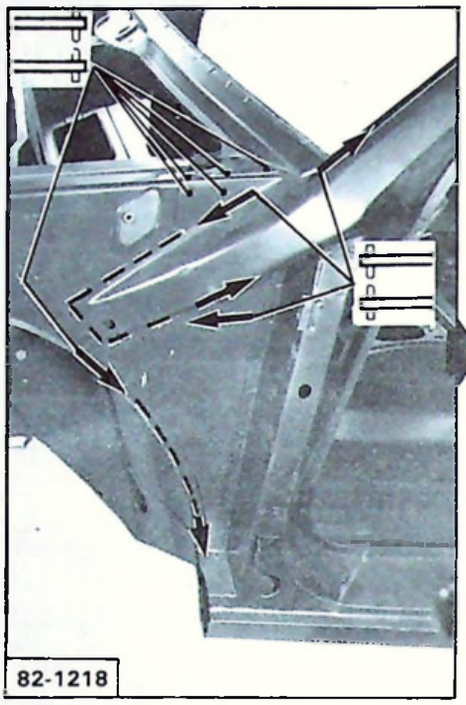
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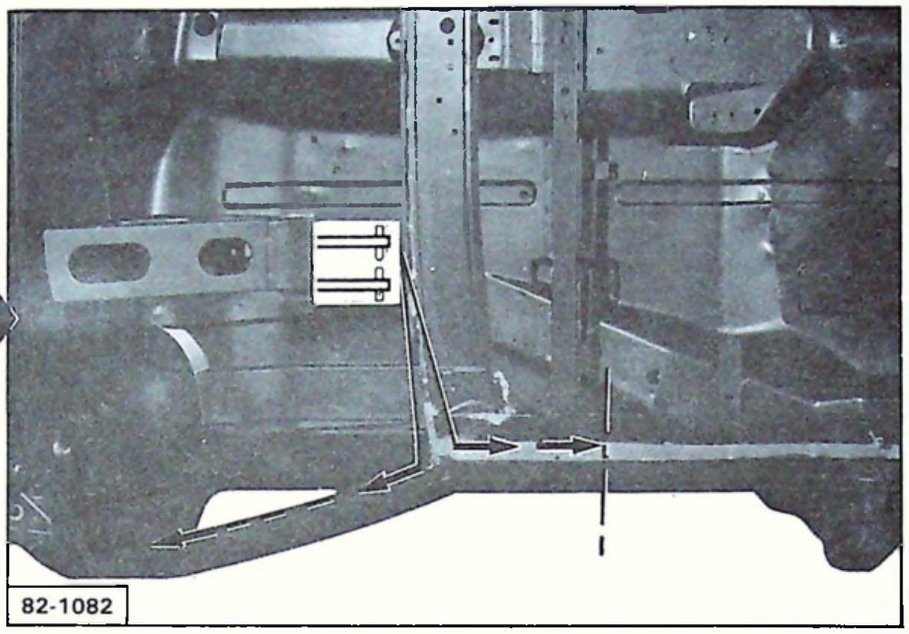
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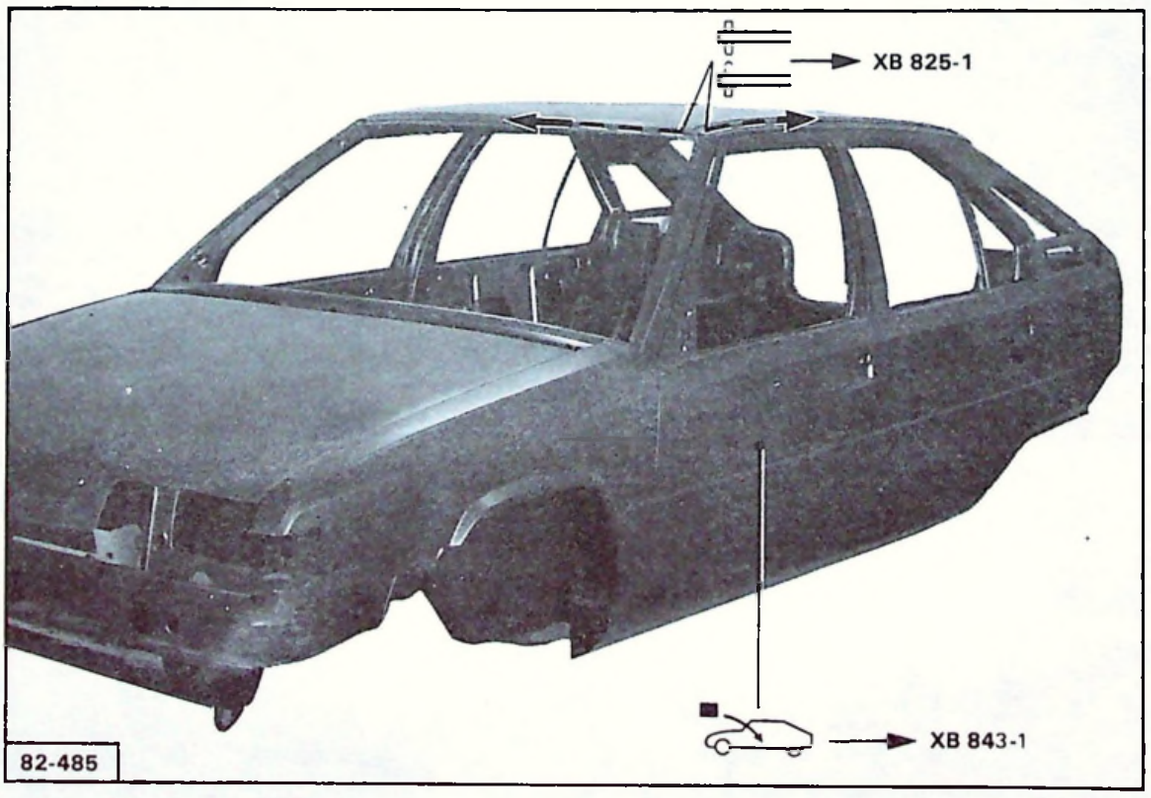
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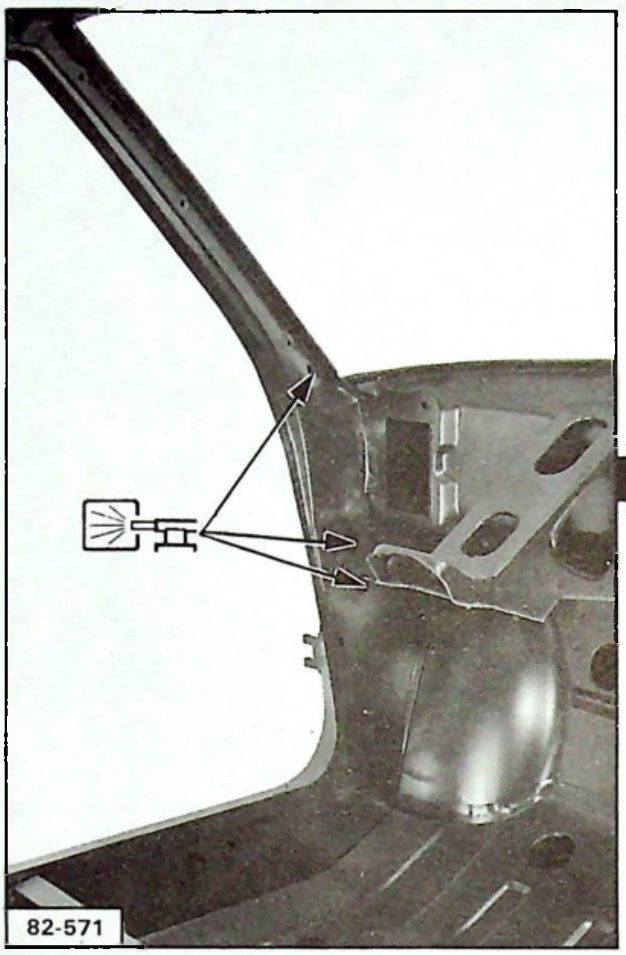
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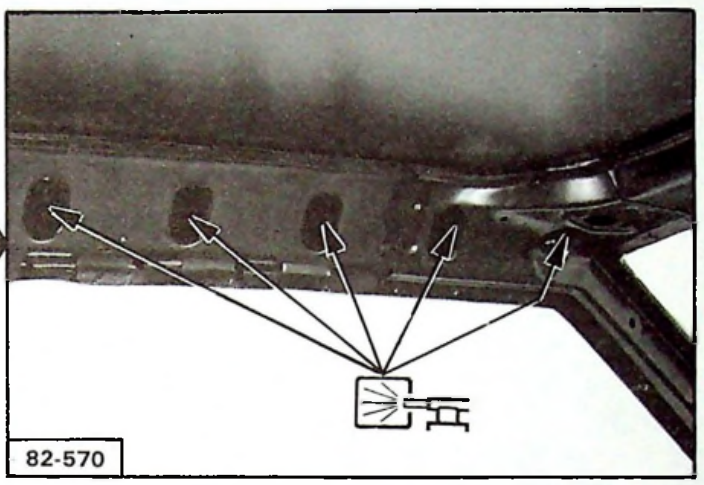
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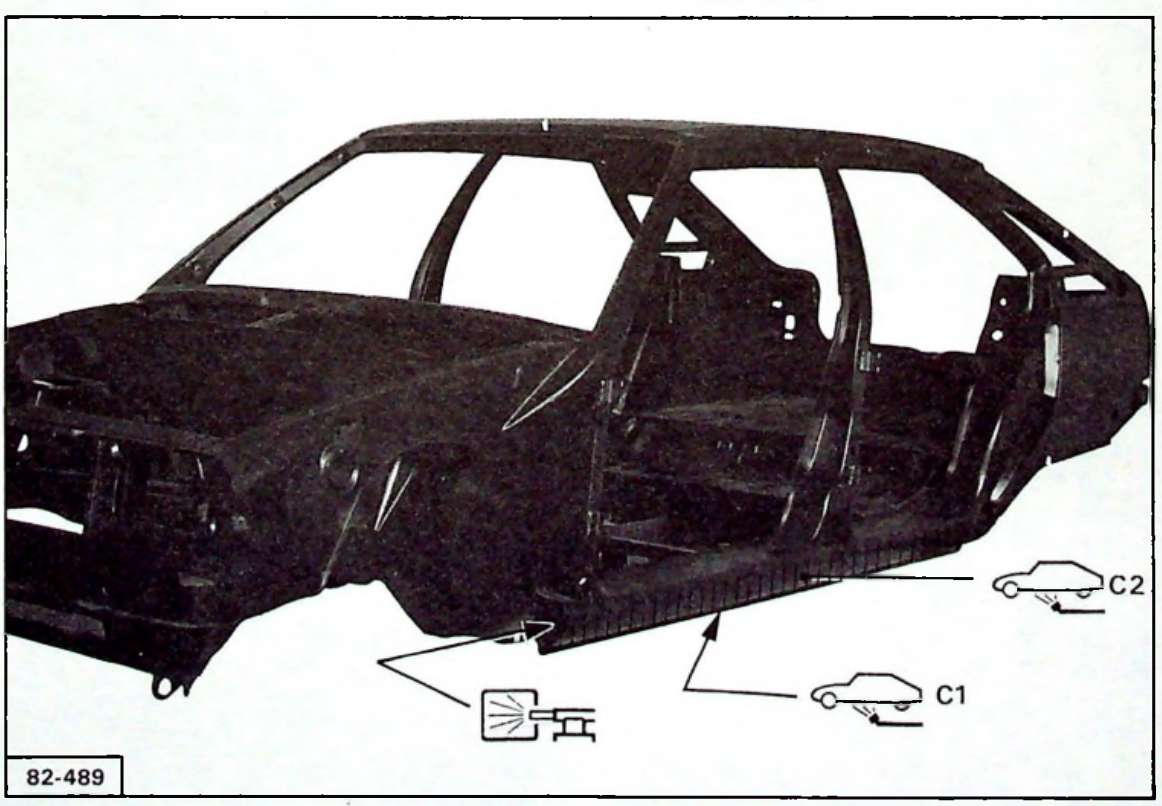
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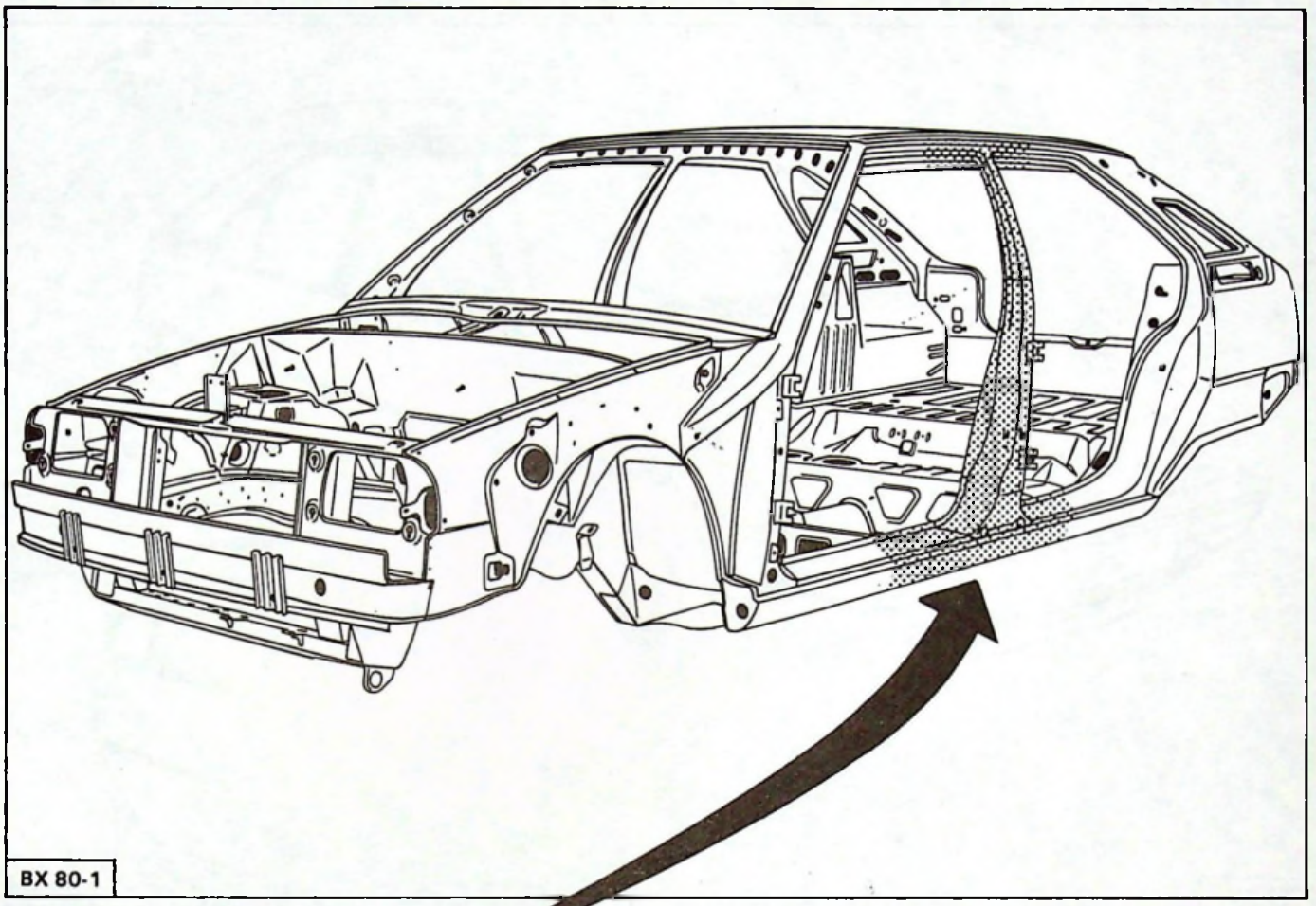
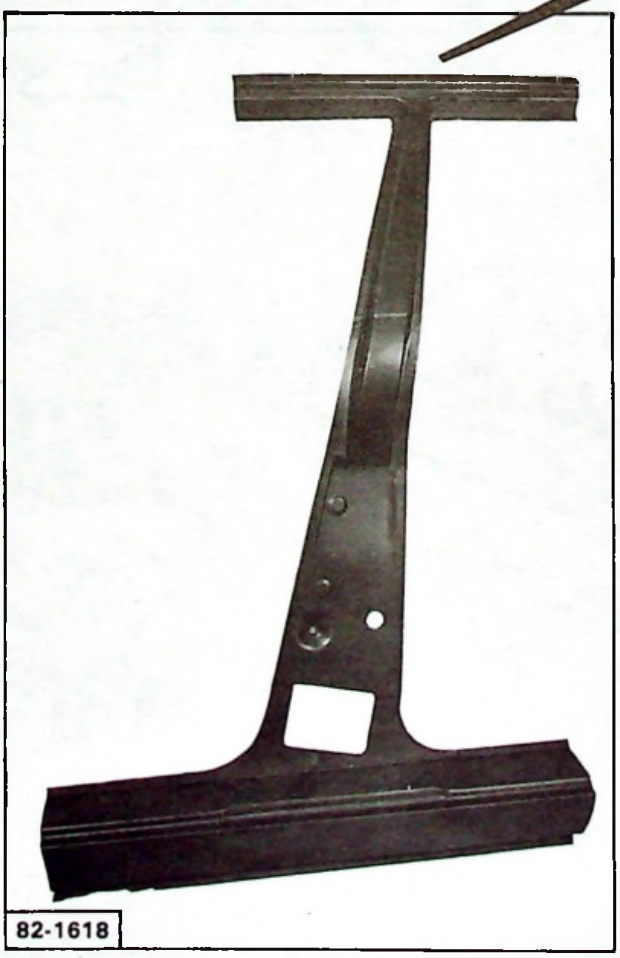


BX 80-1



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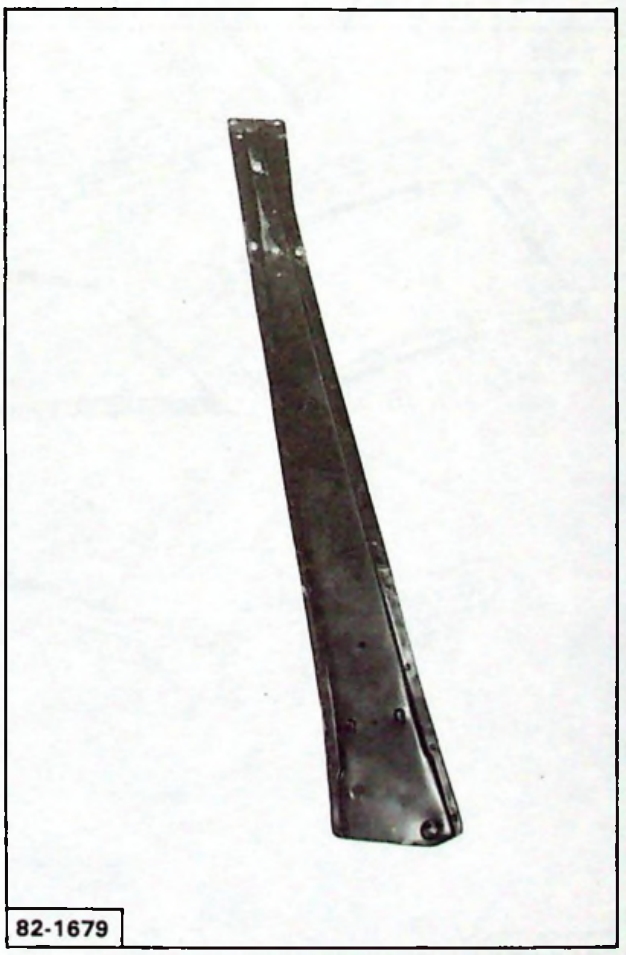

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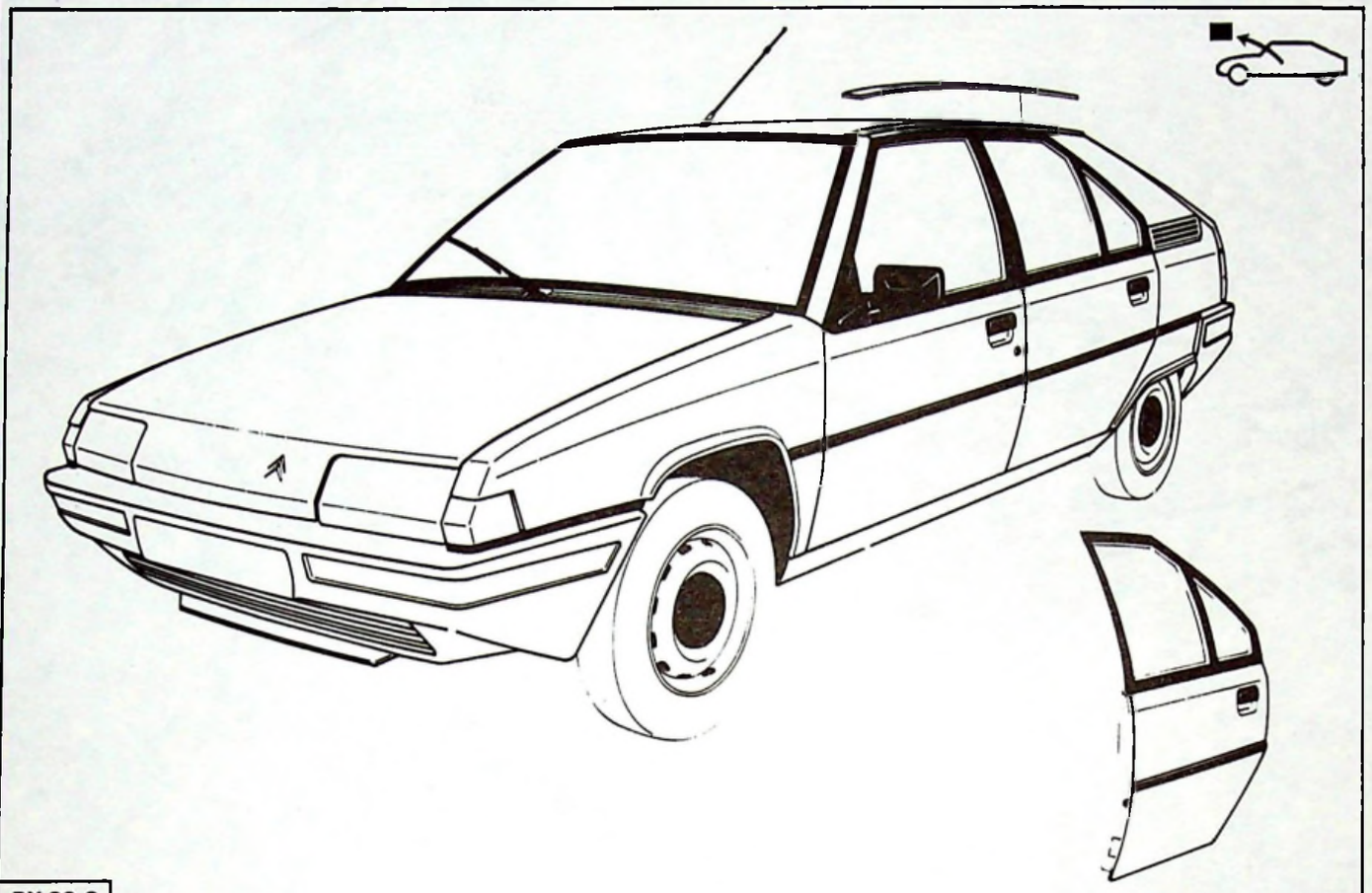
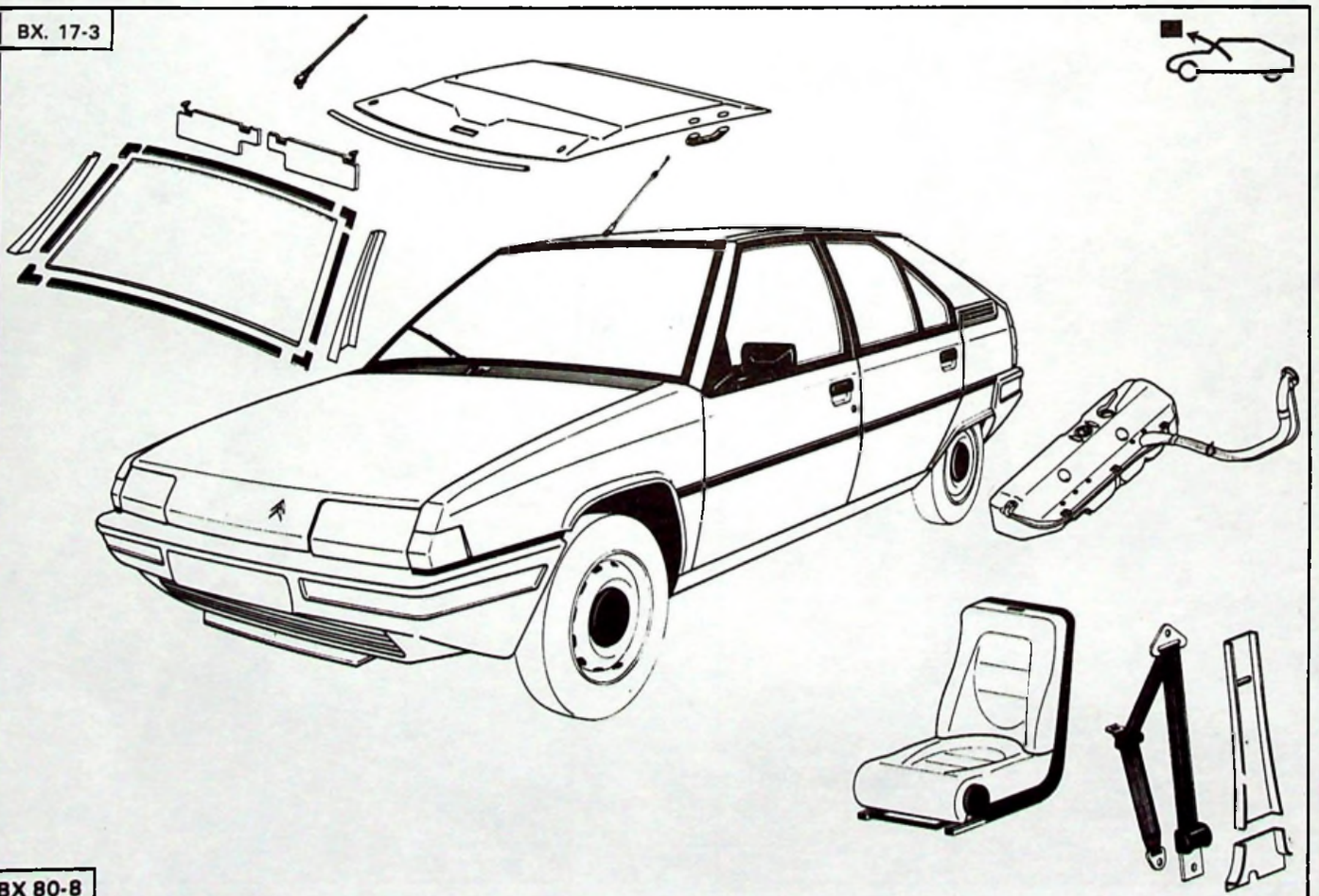


BX 80-3

BX. 17-3



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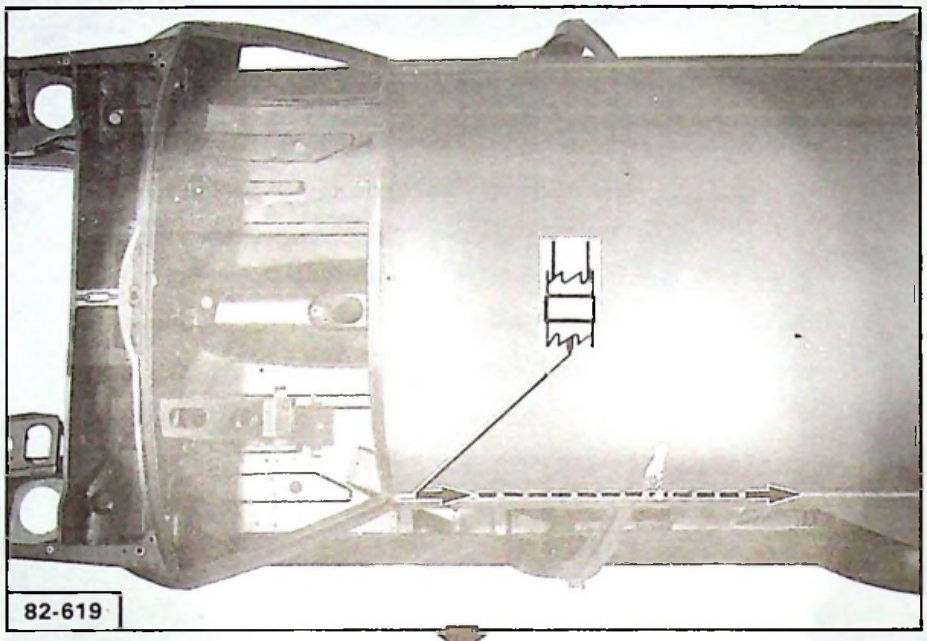
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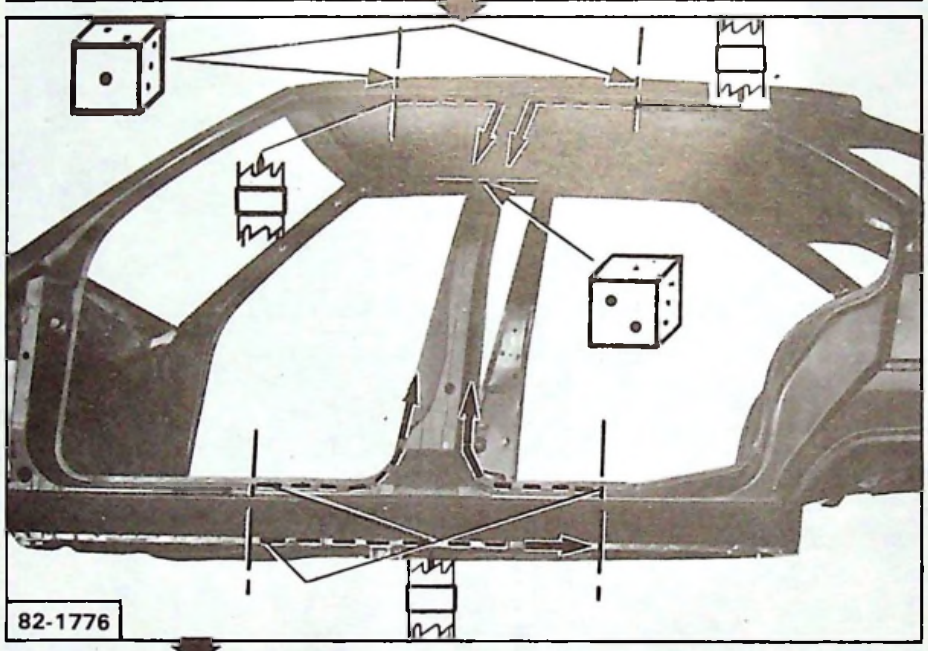
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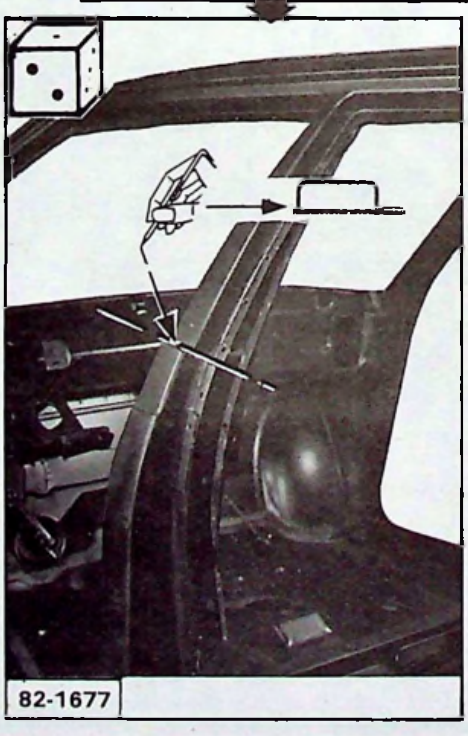
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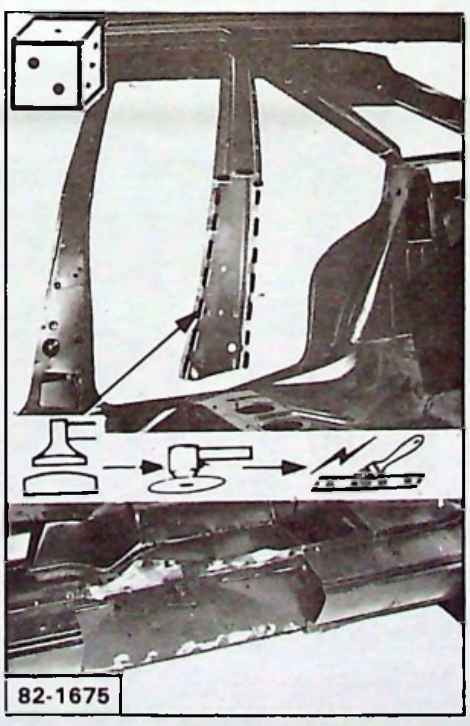
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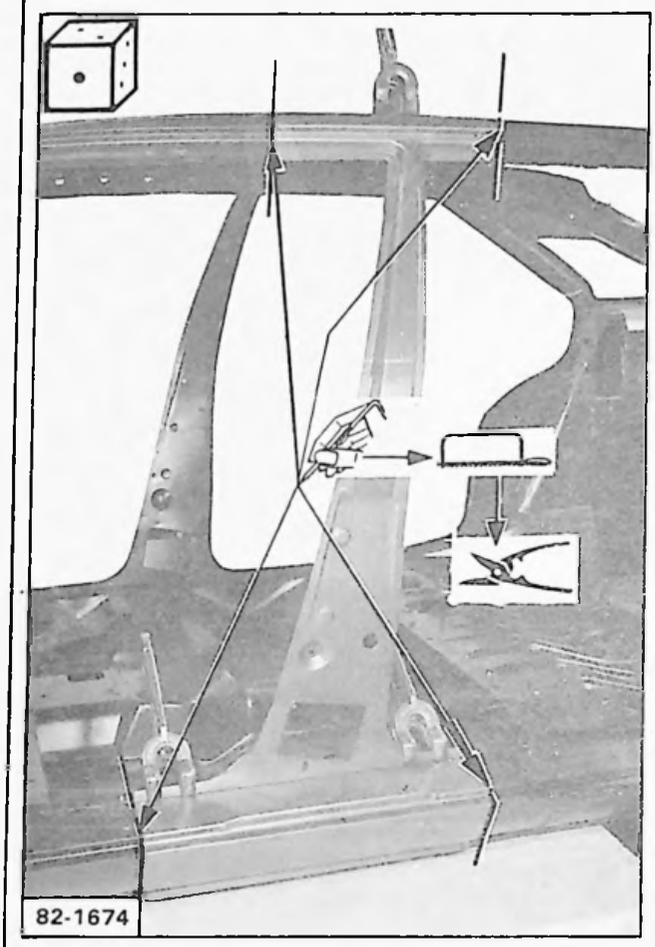
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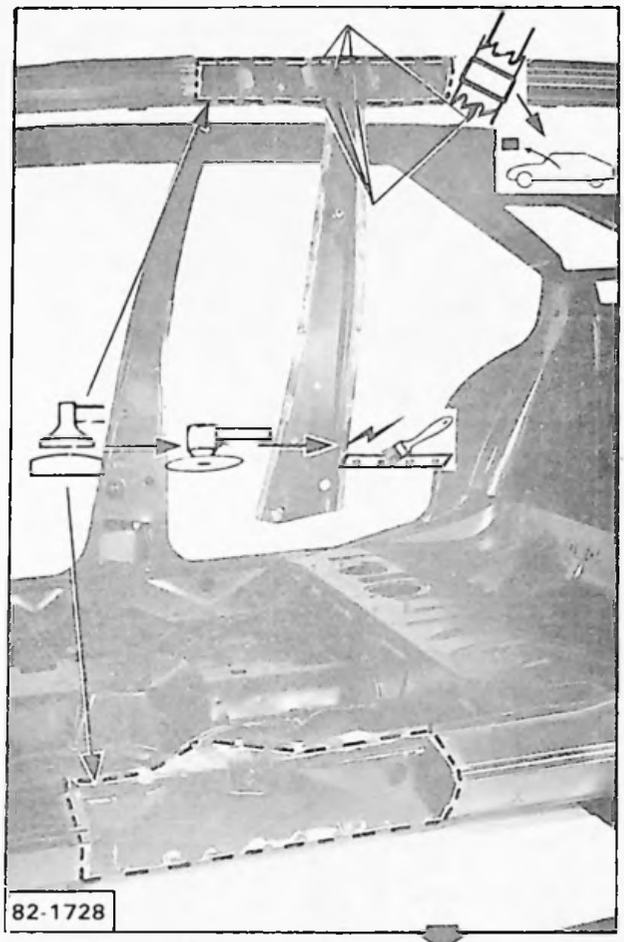
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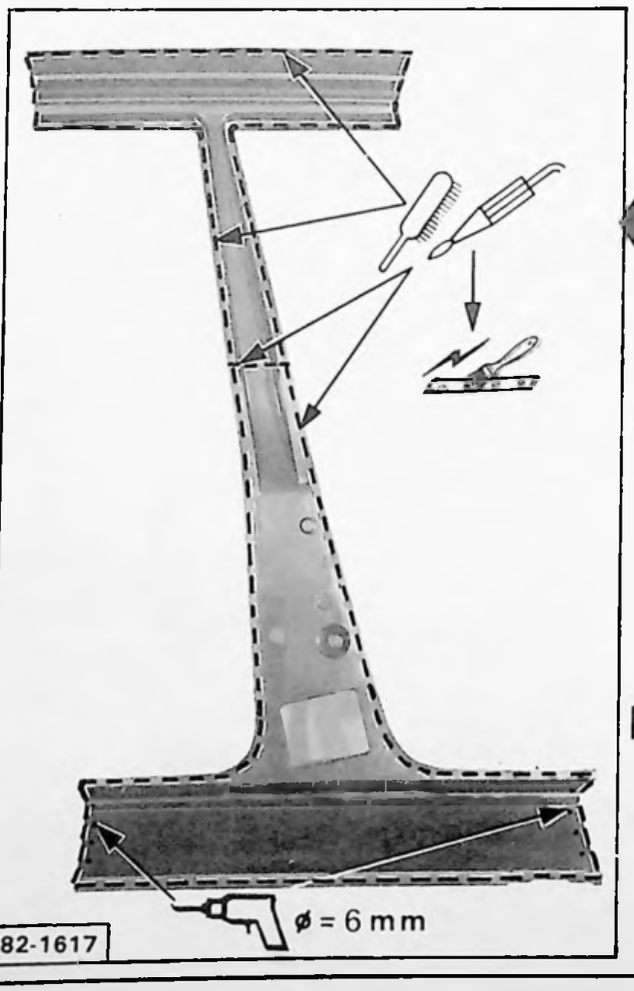

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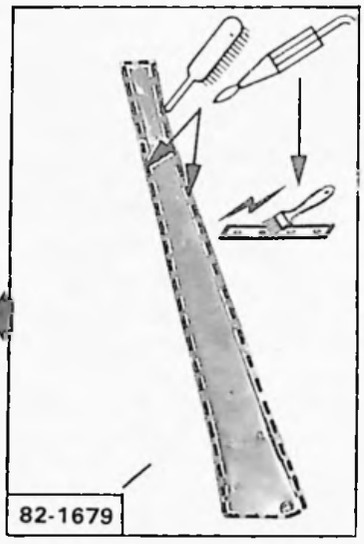
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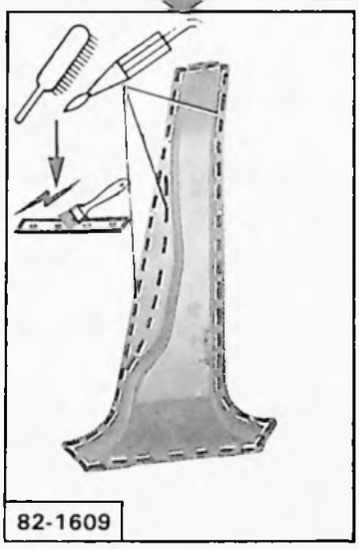
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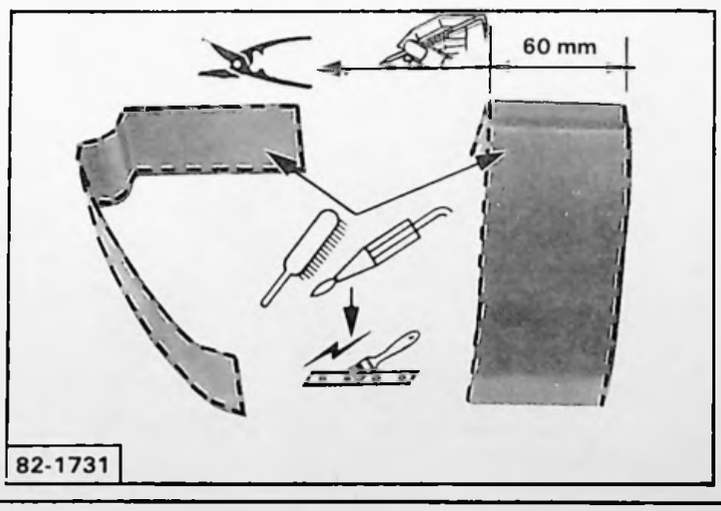

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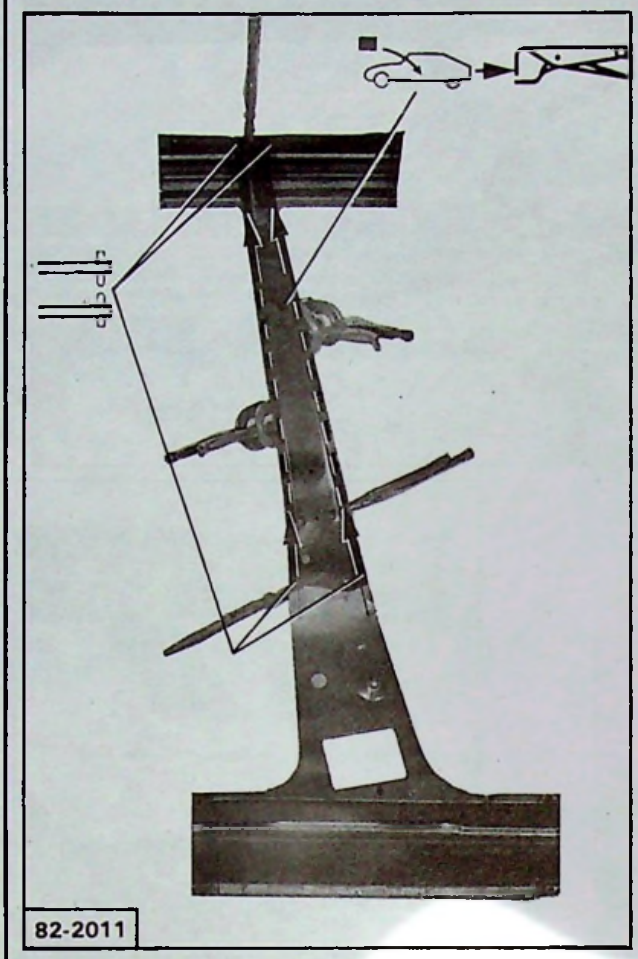
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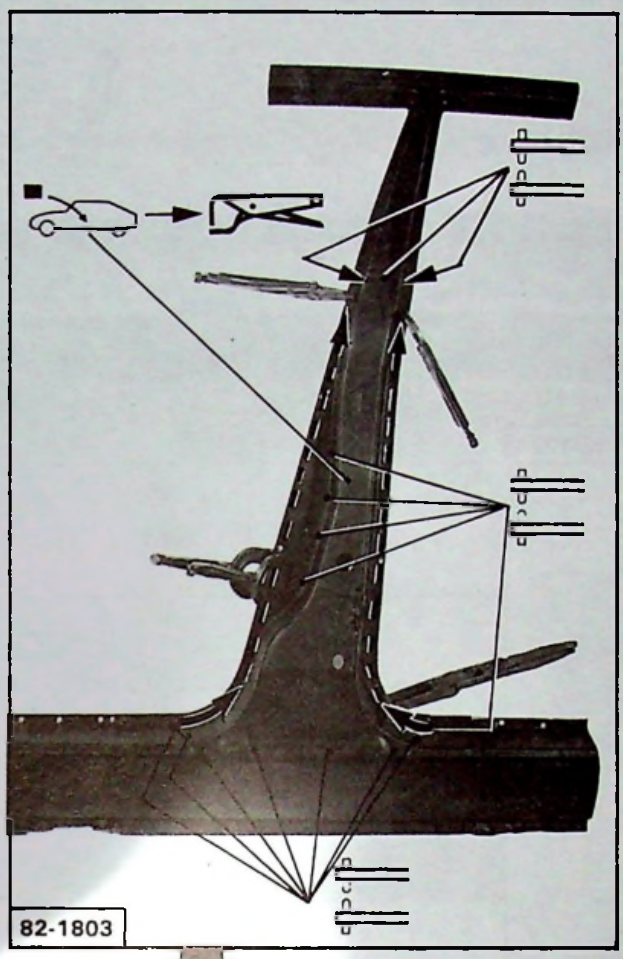
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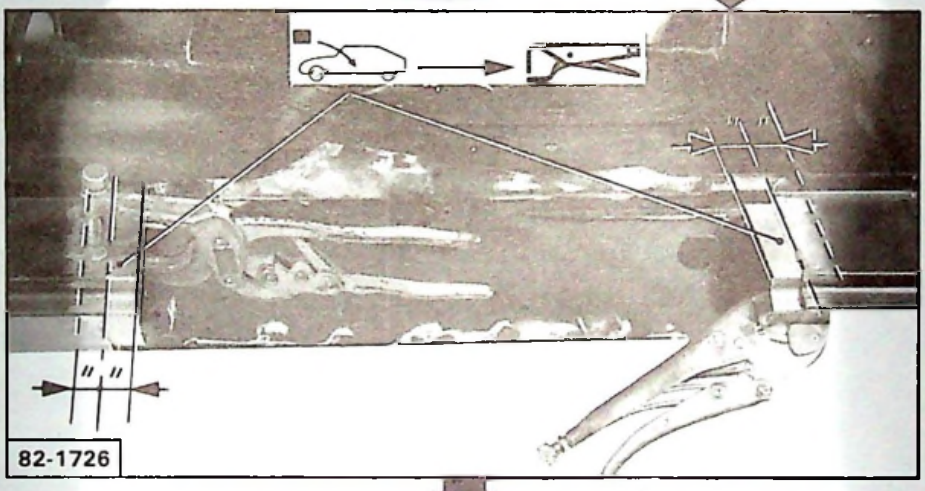
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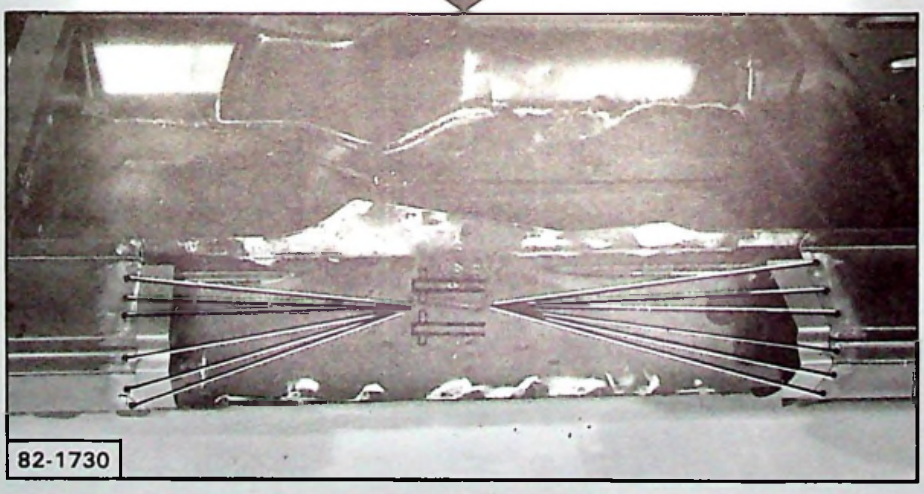
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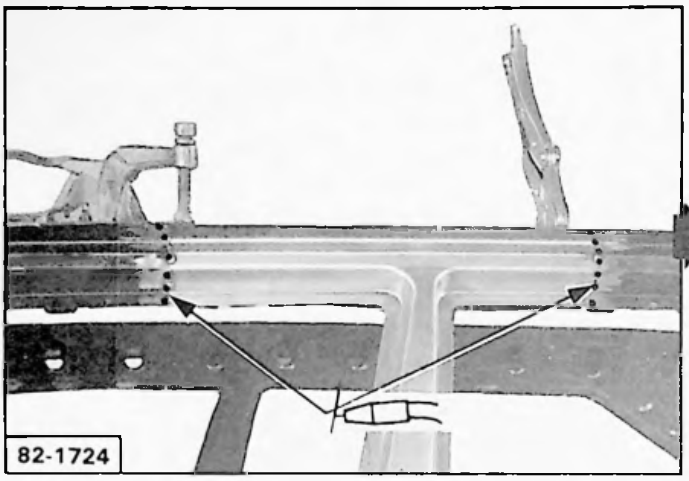
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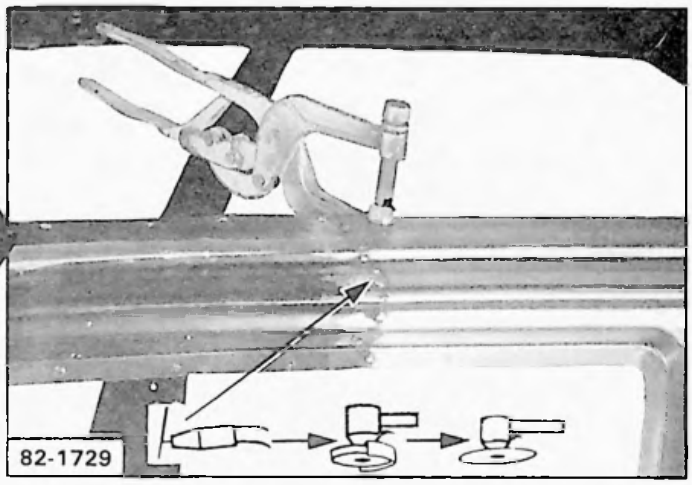
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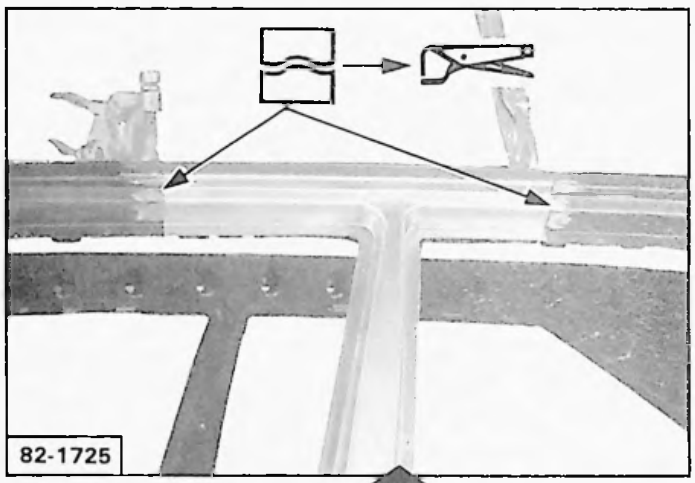
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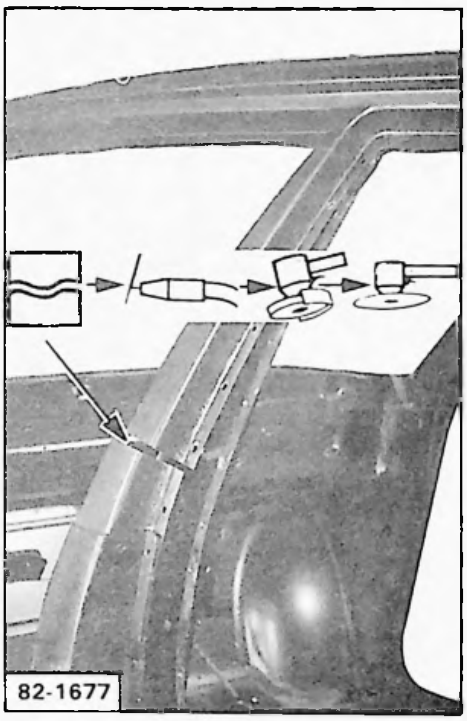
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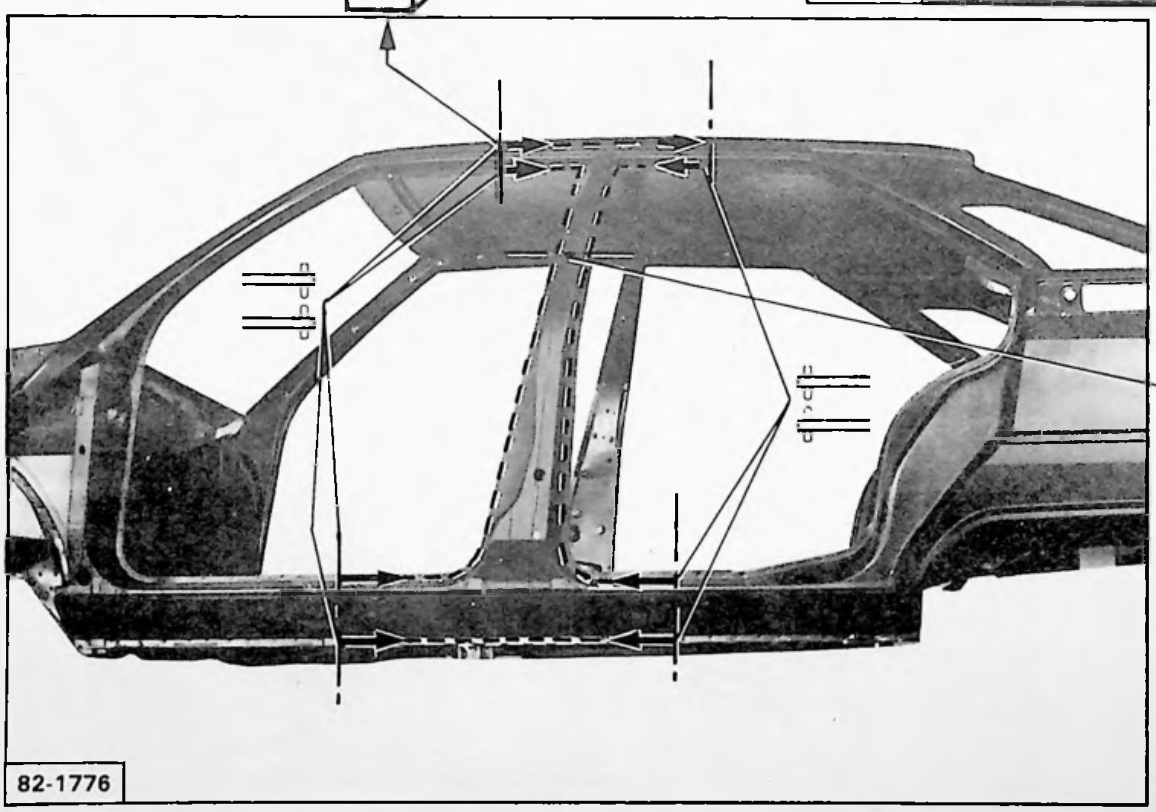
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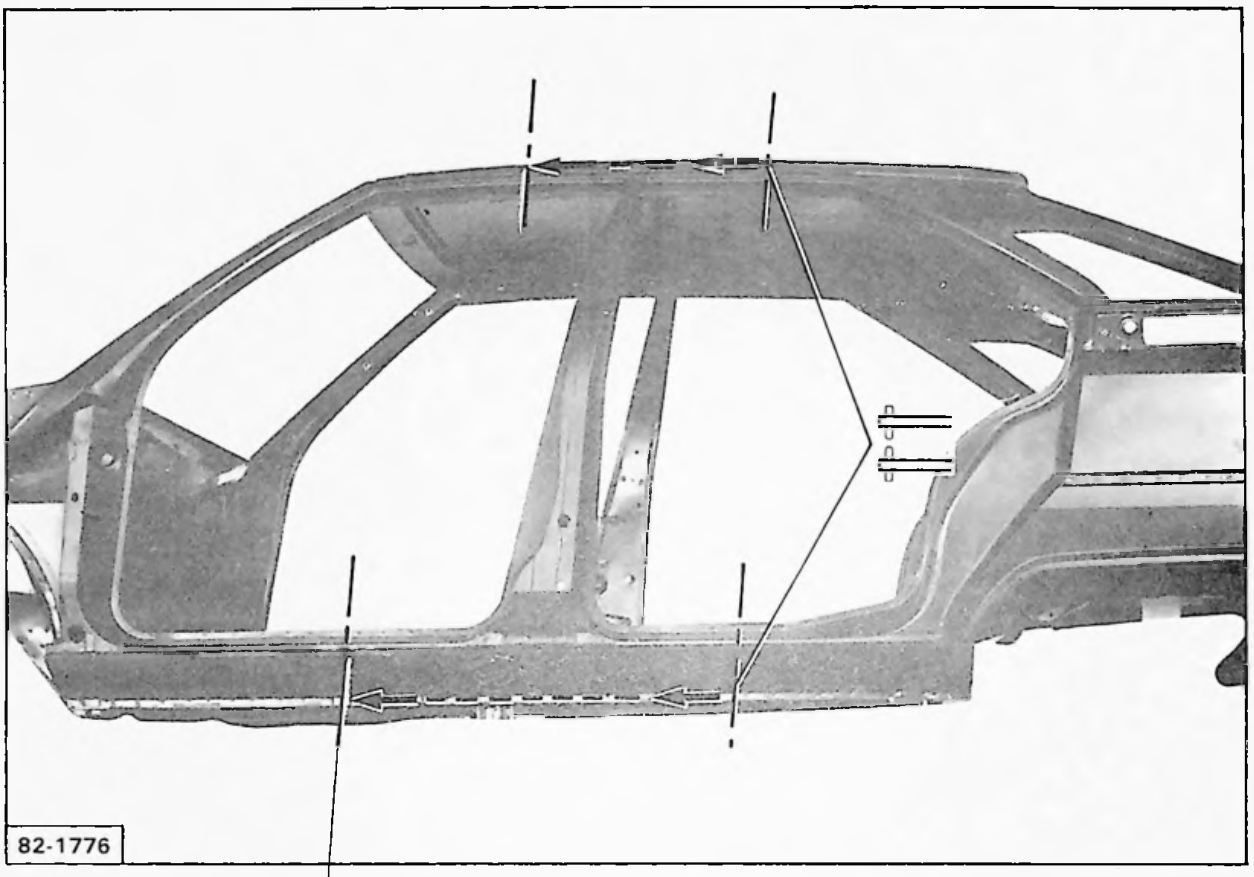
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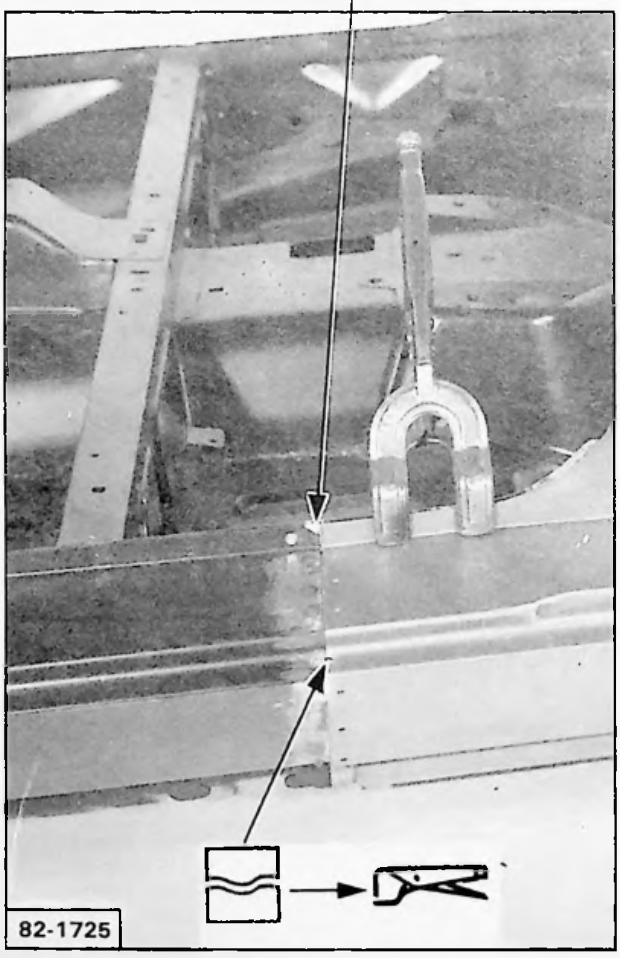
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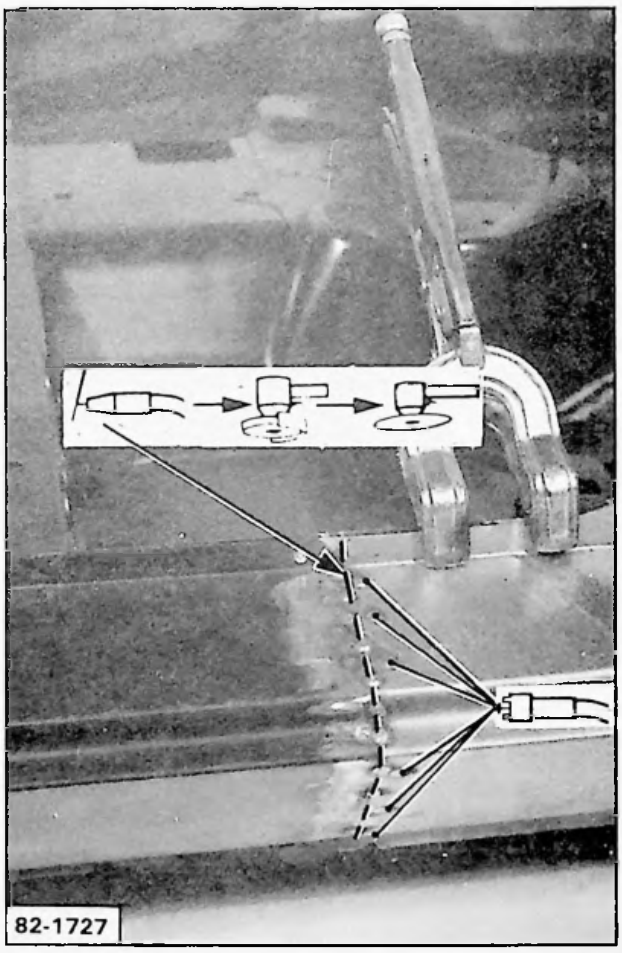
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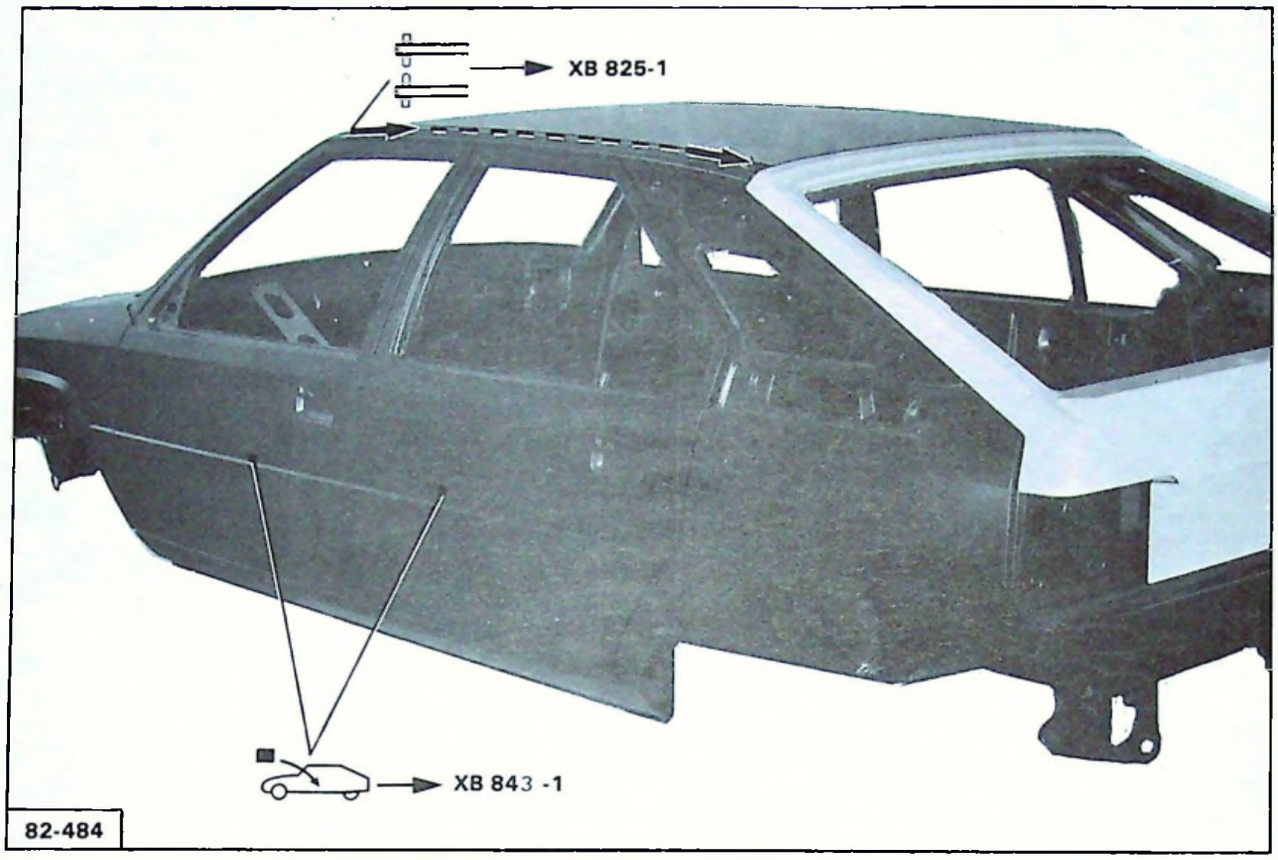
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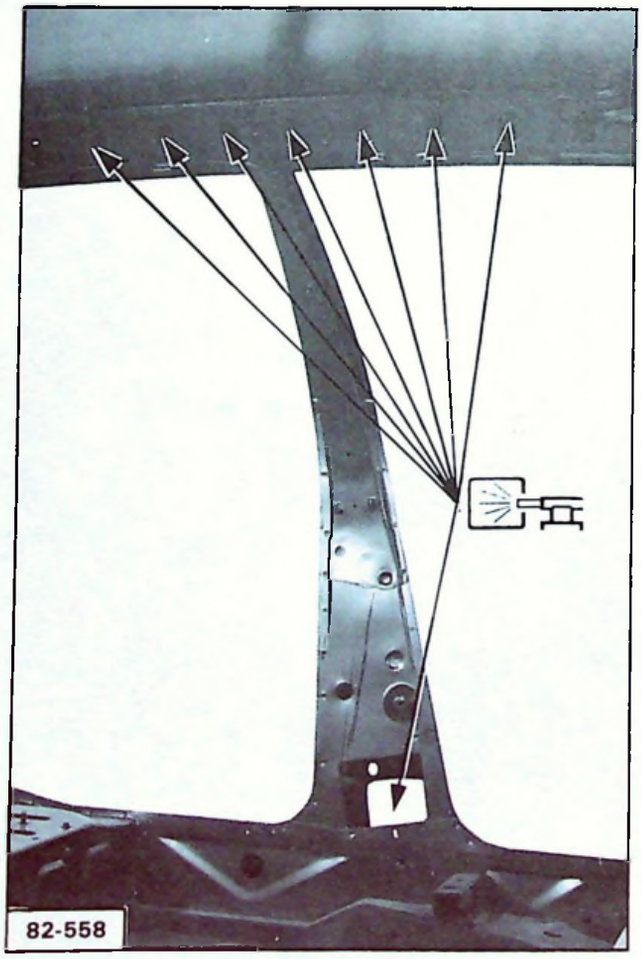
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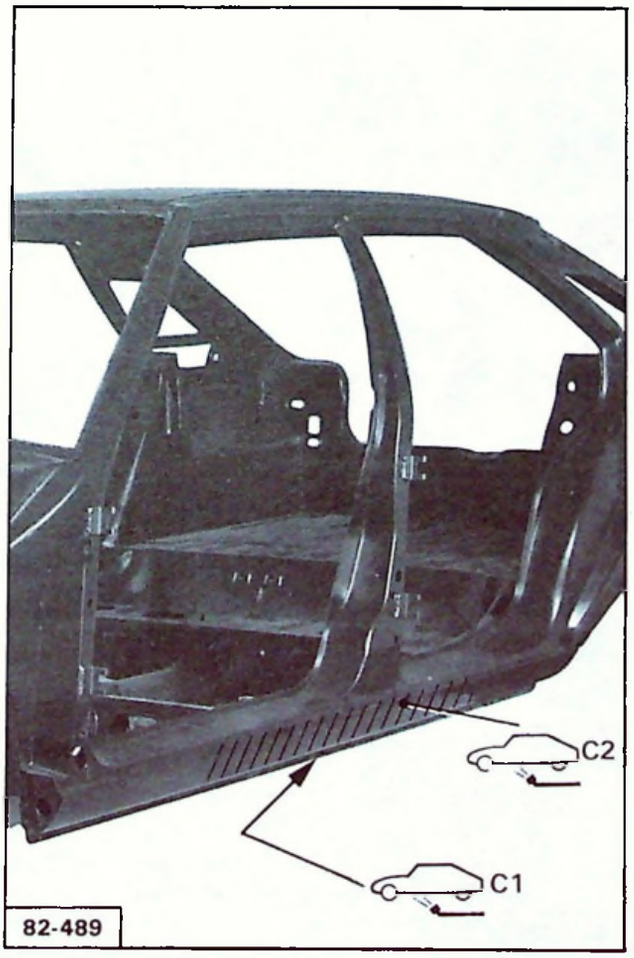
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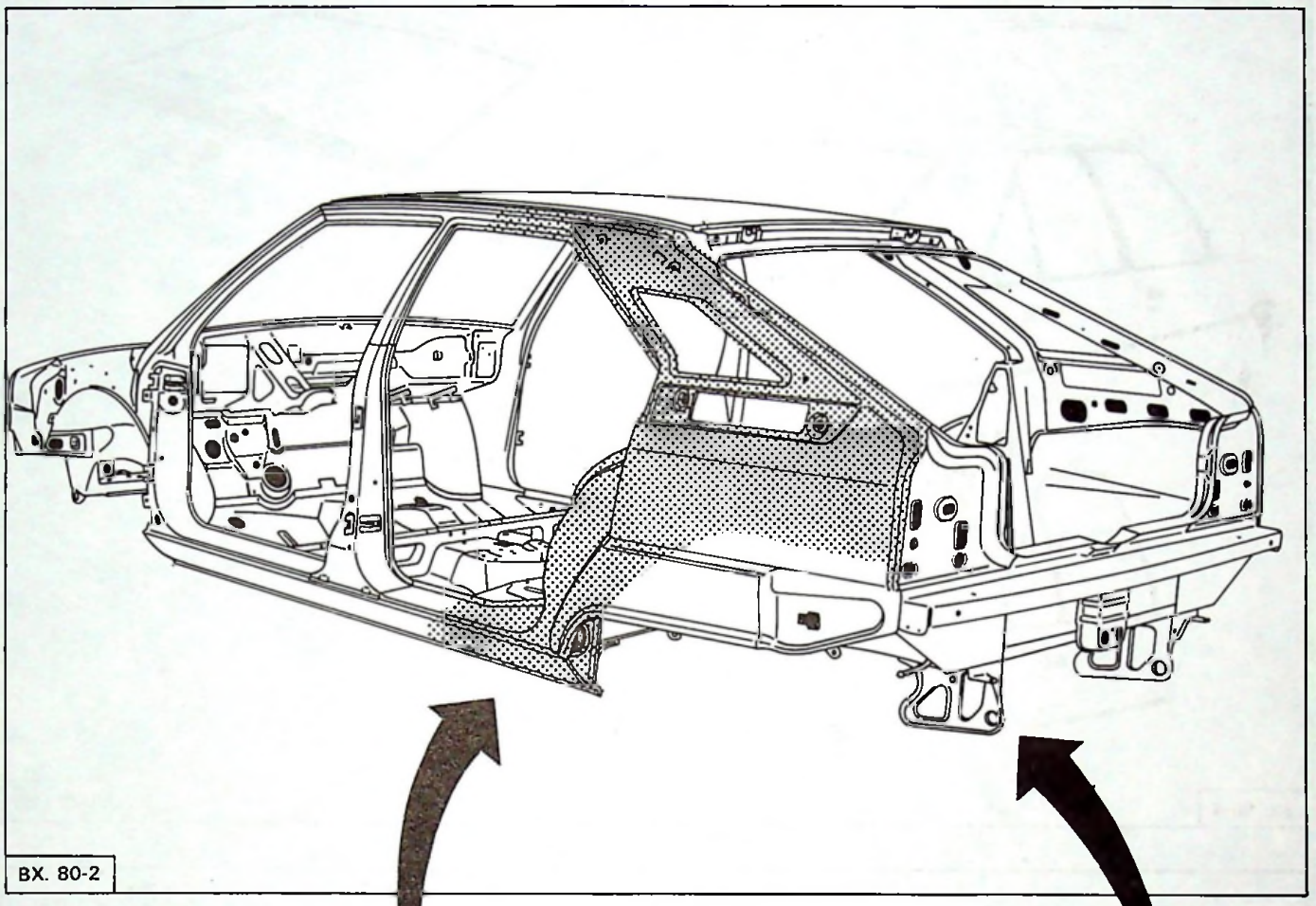

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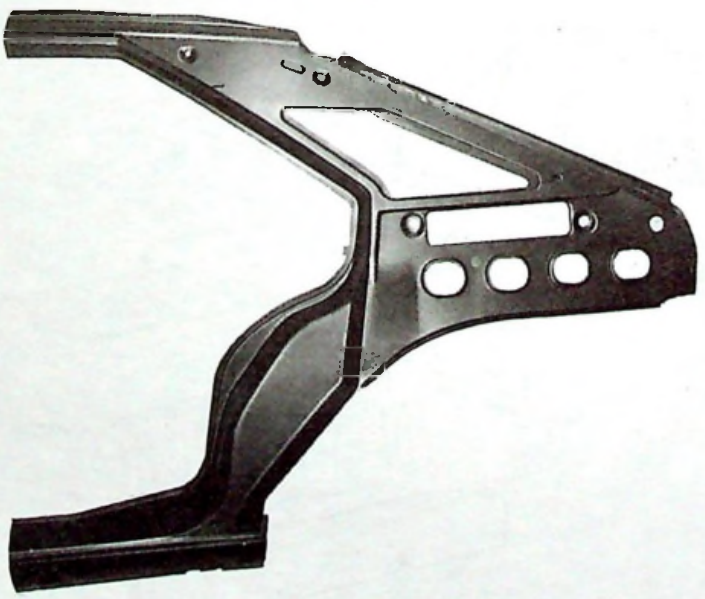

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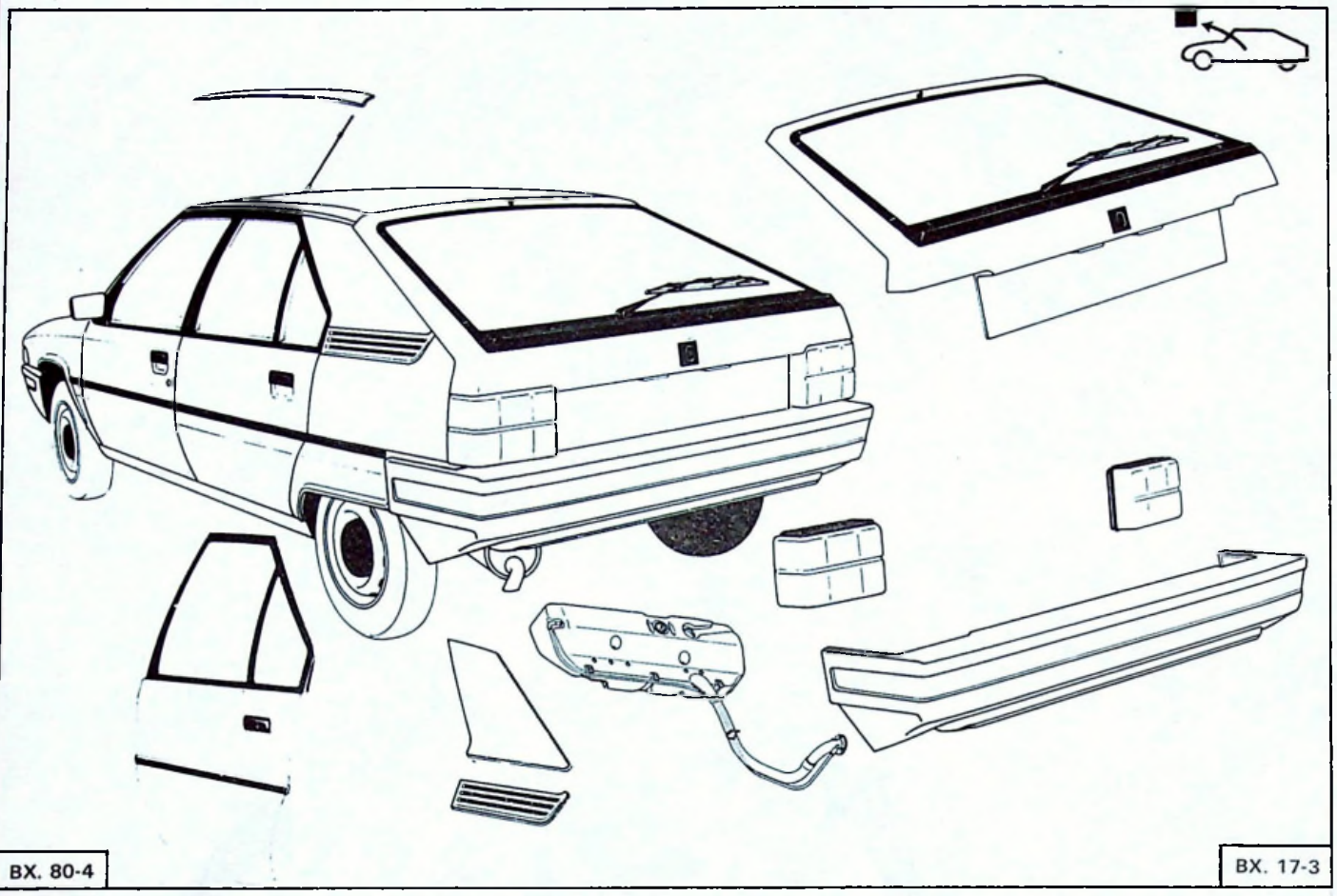
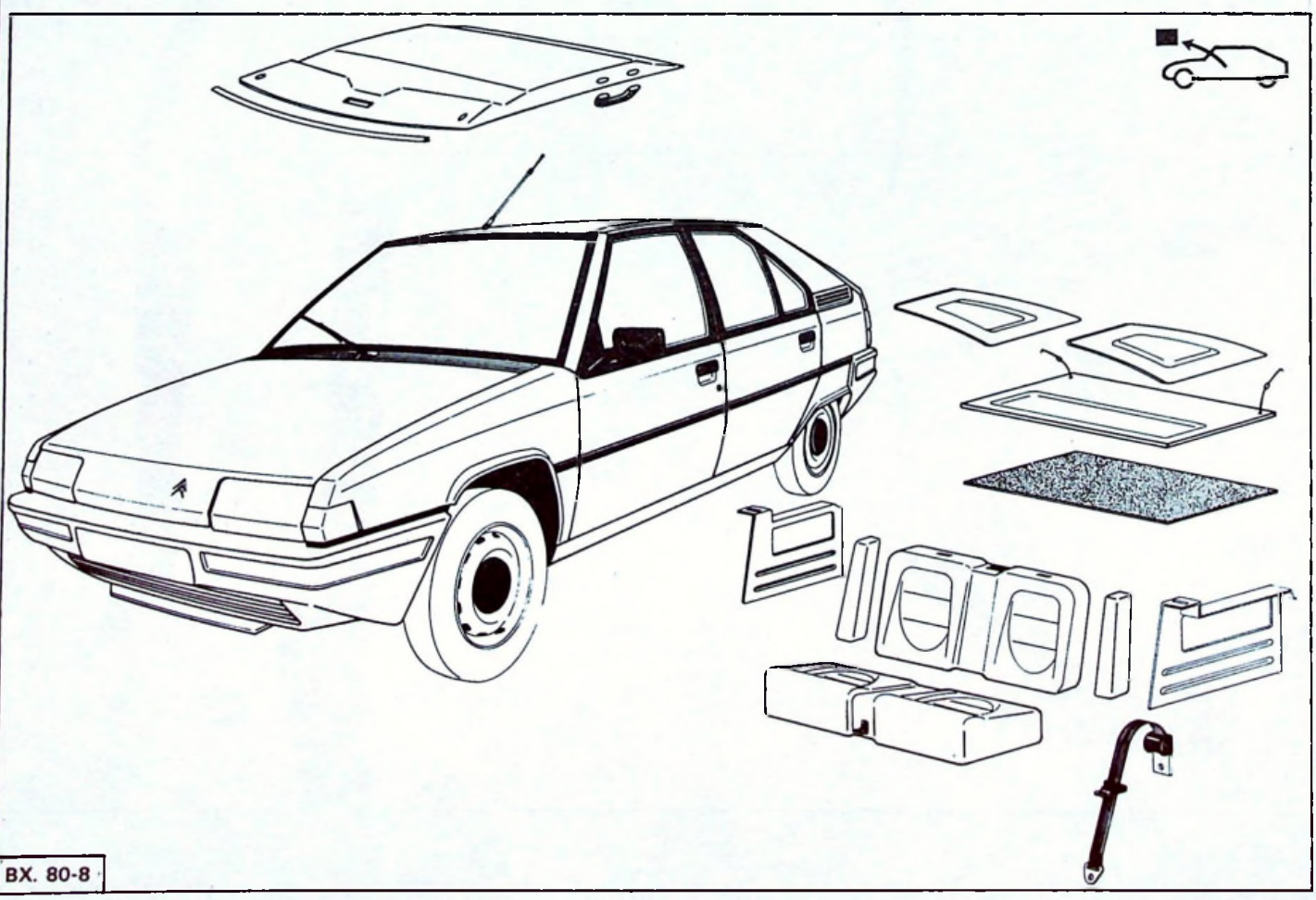
82-1288

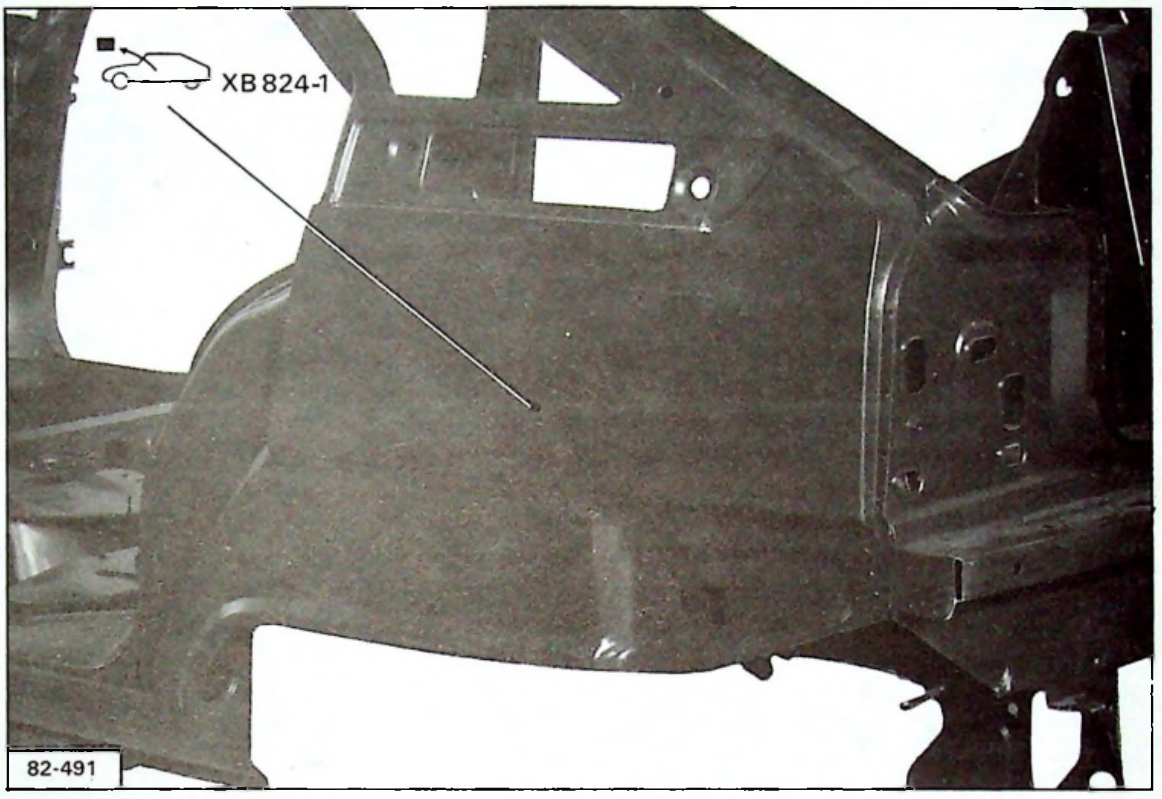


BX. 80-4

BX. 17-3



BX. 80-8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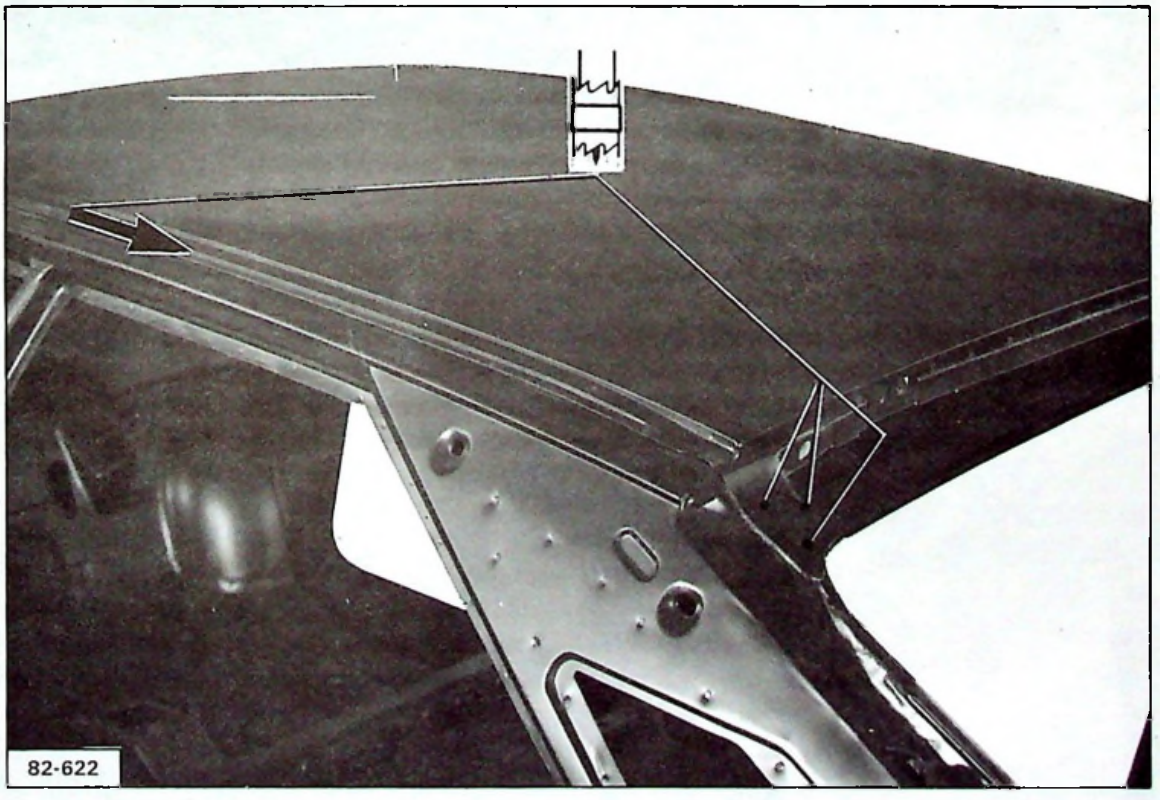
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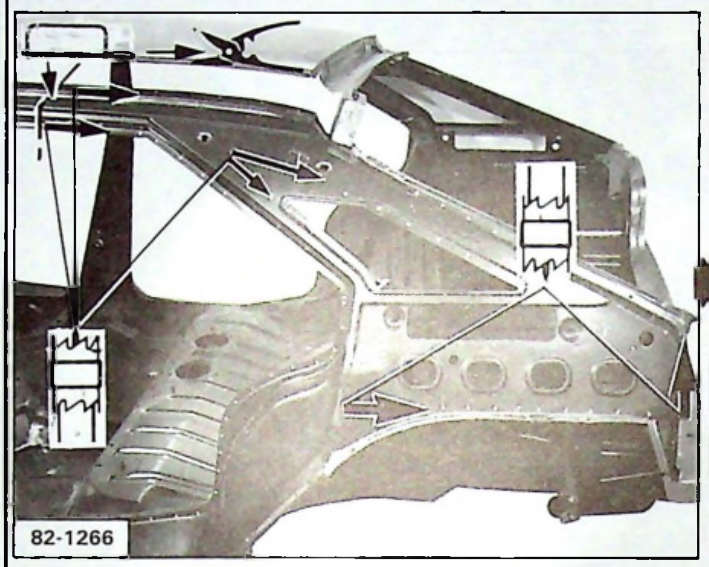
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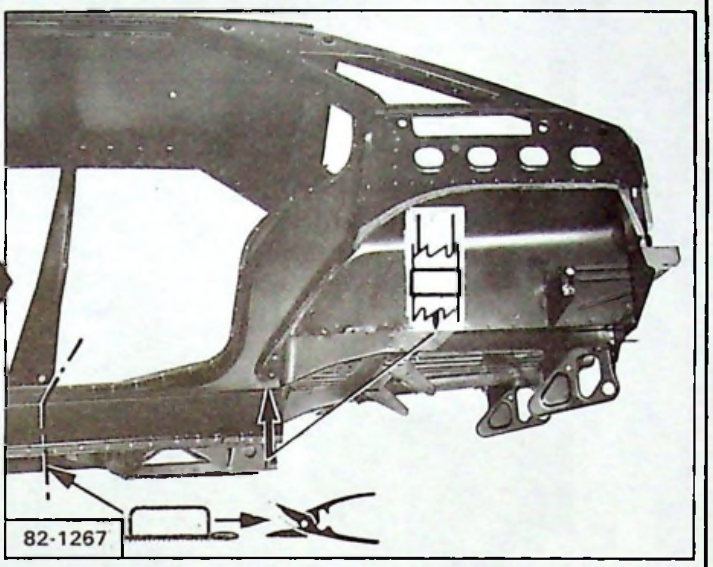
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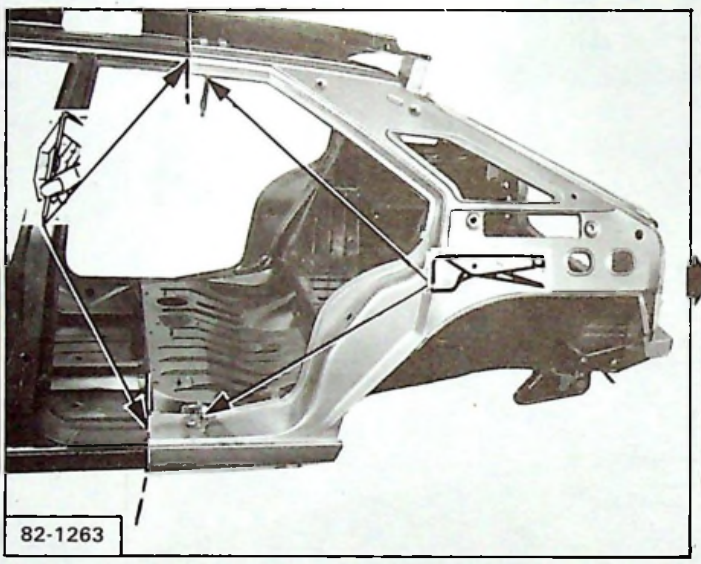
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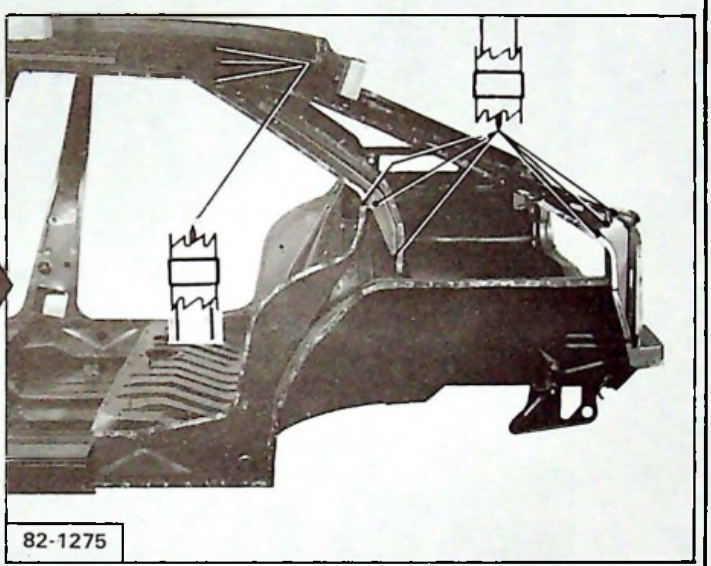
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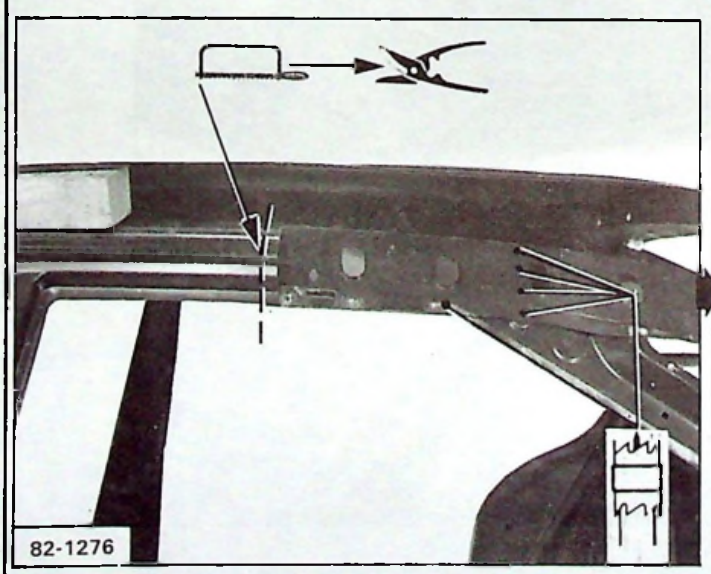
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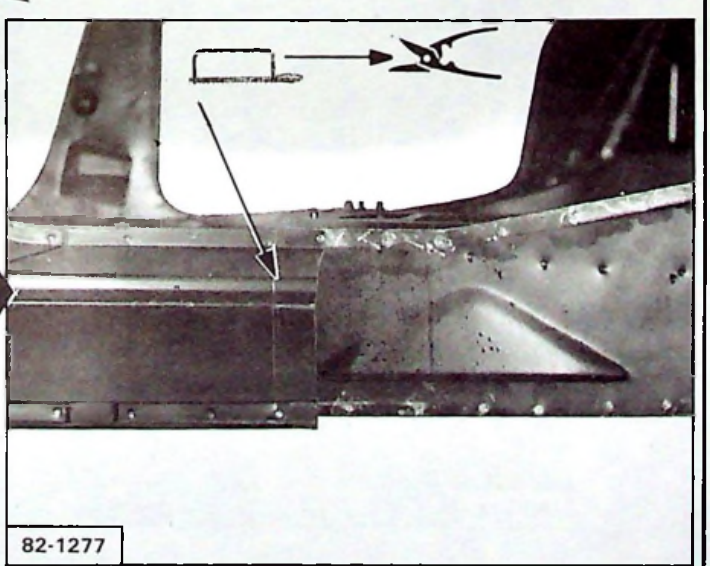
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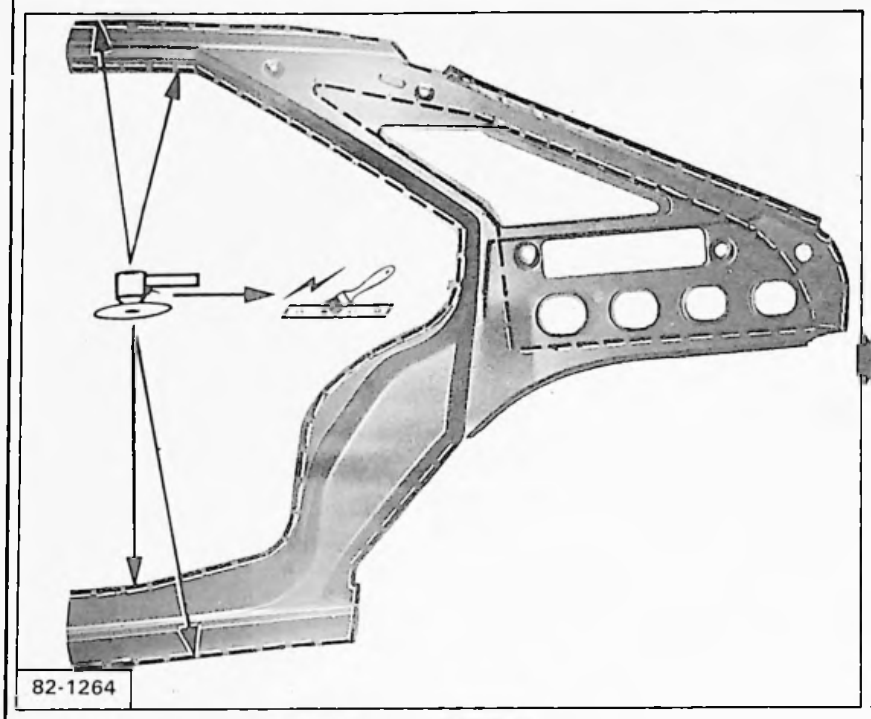
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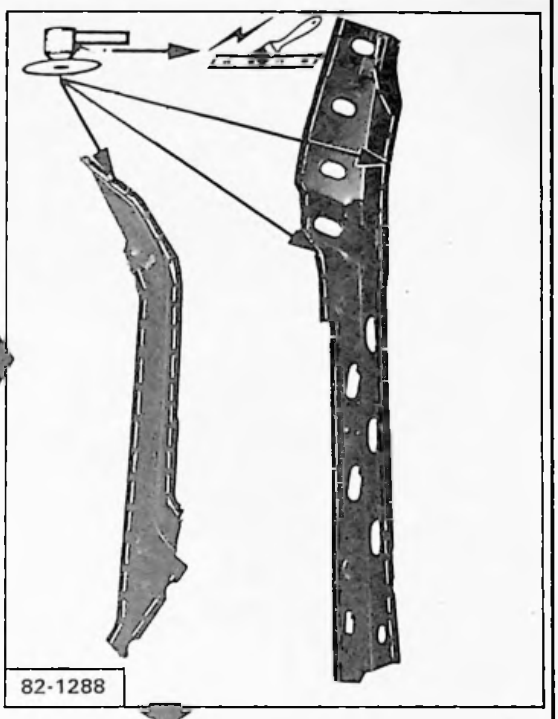
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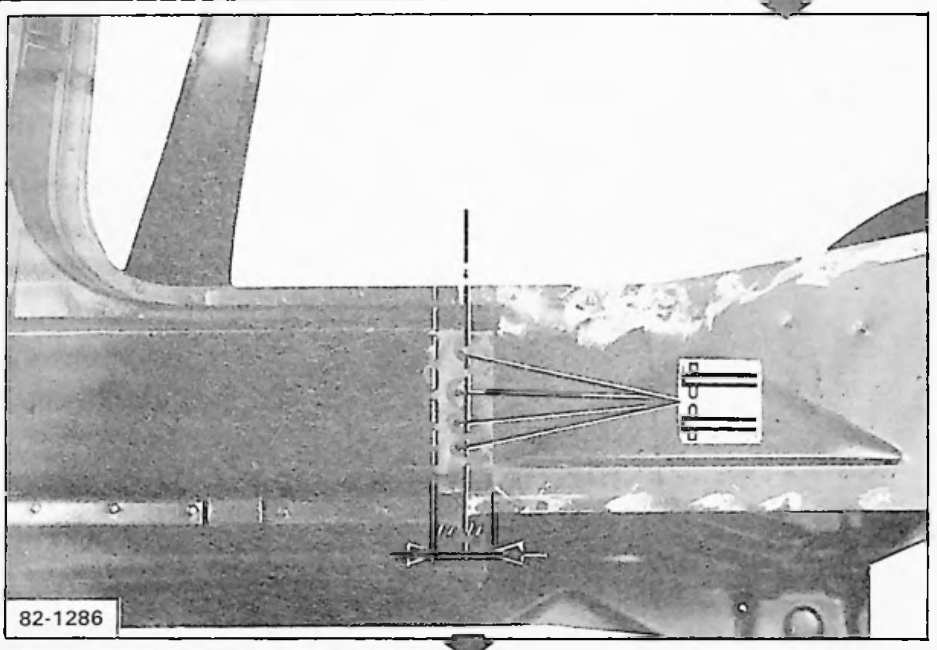
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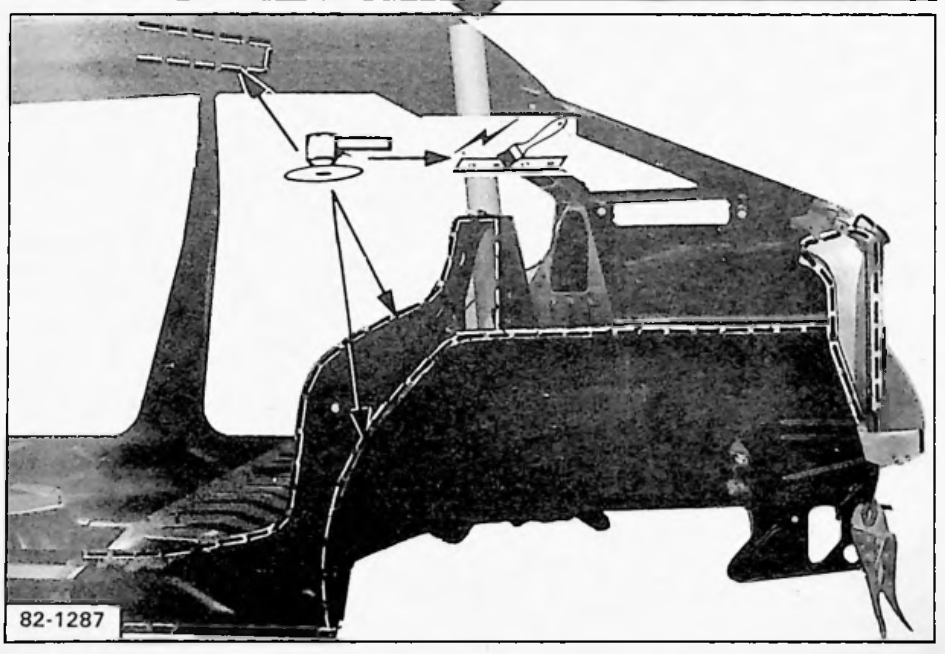
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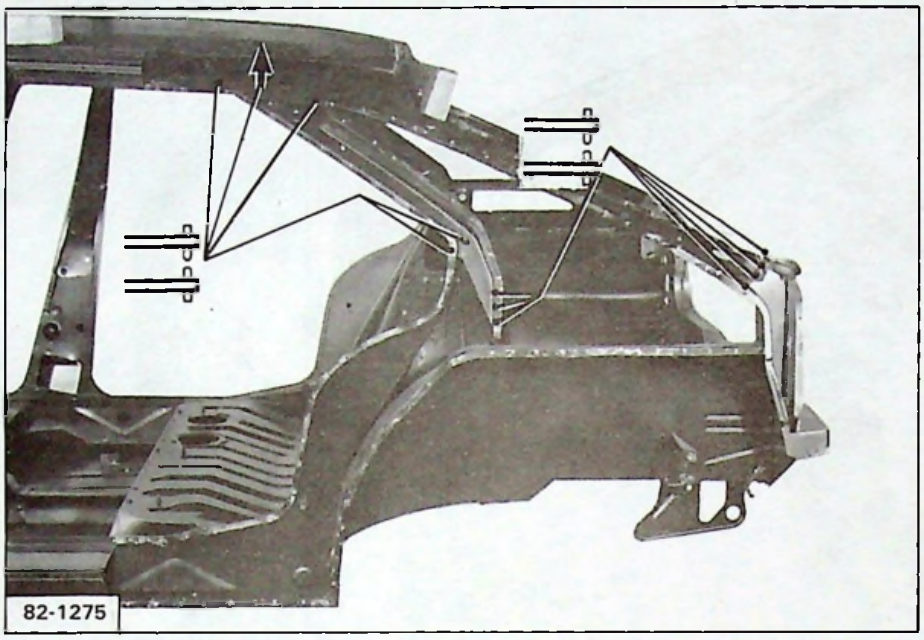
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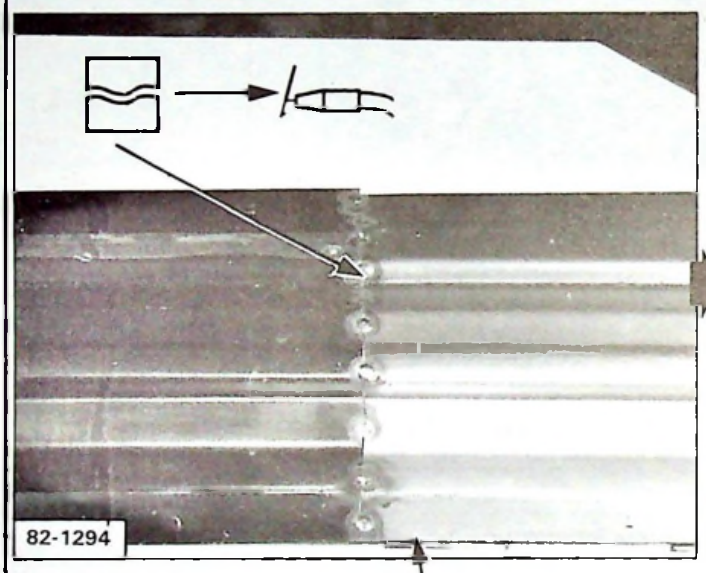
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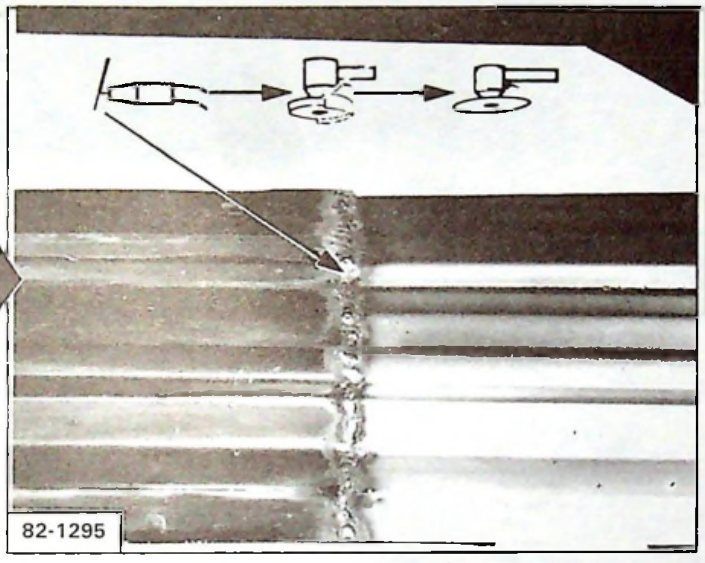
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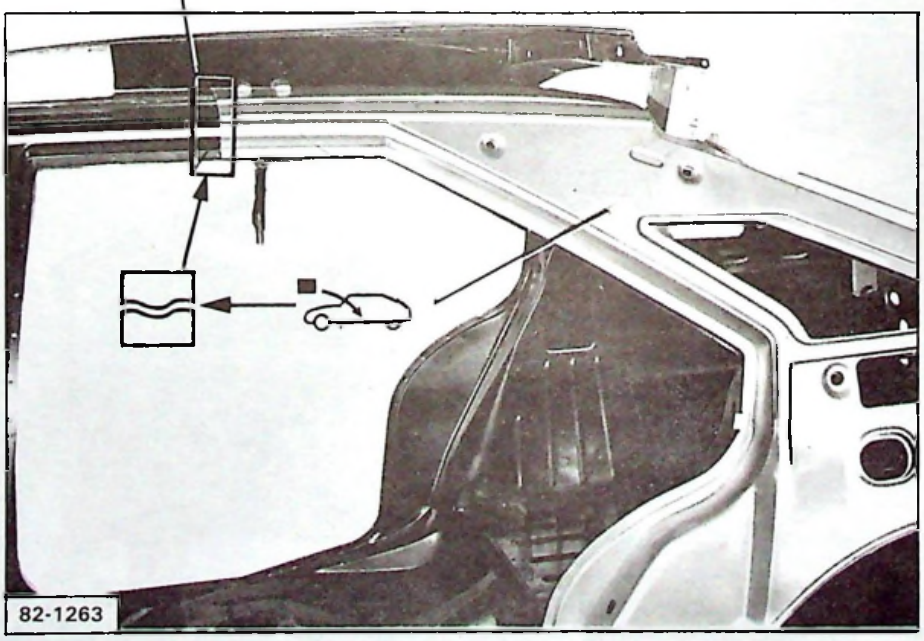
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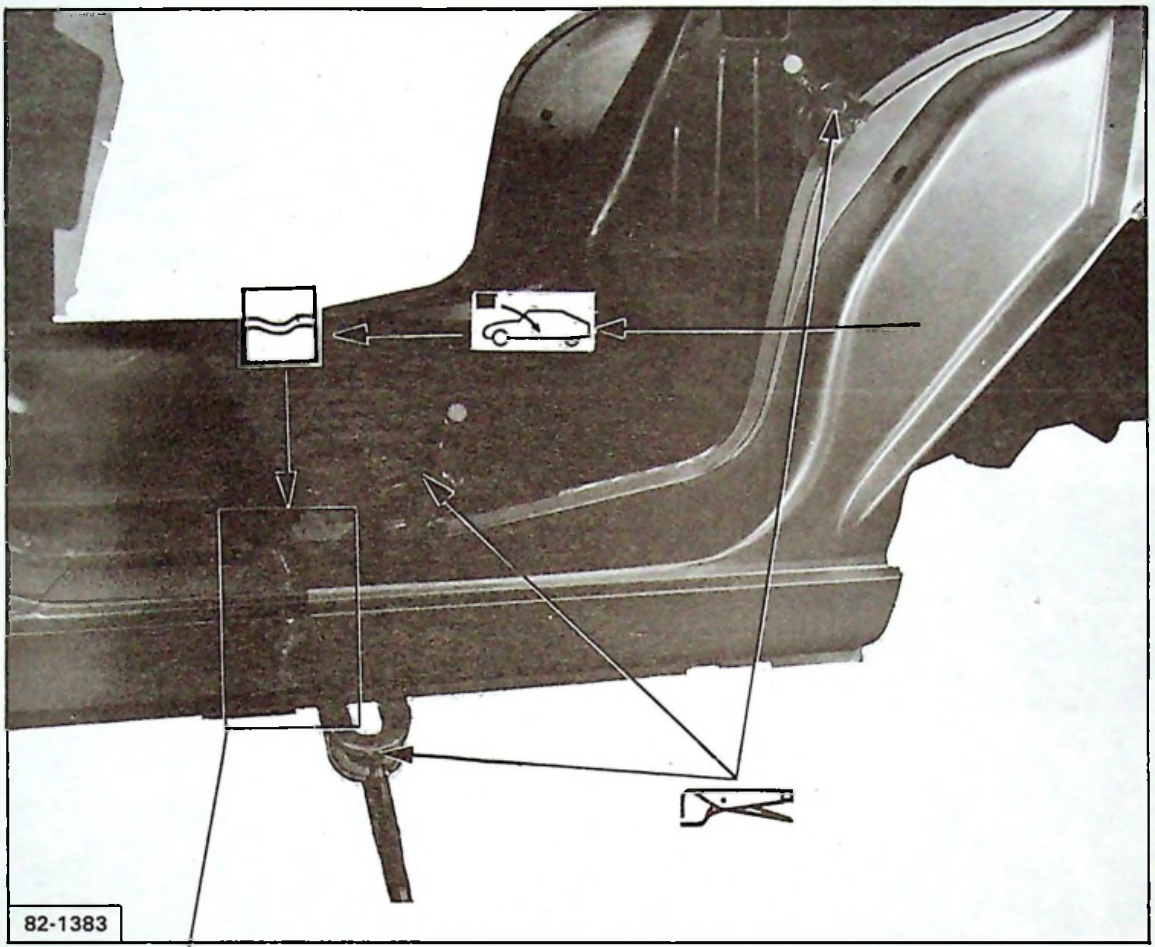
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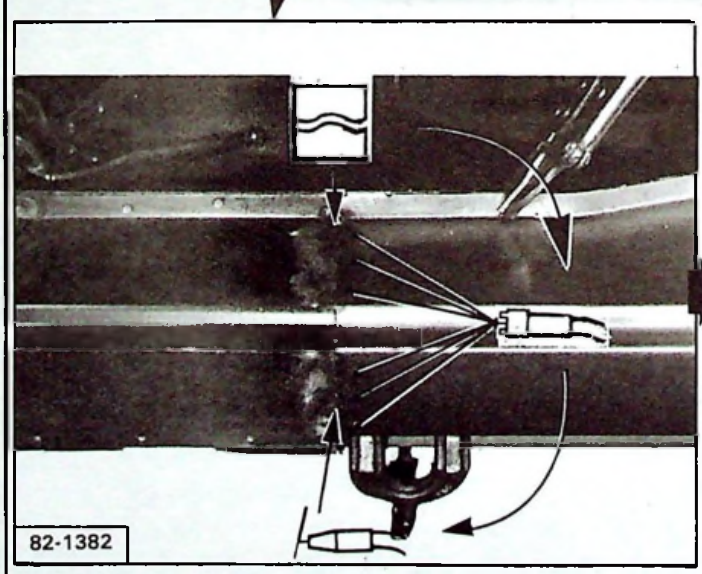
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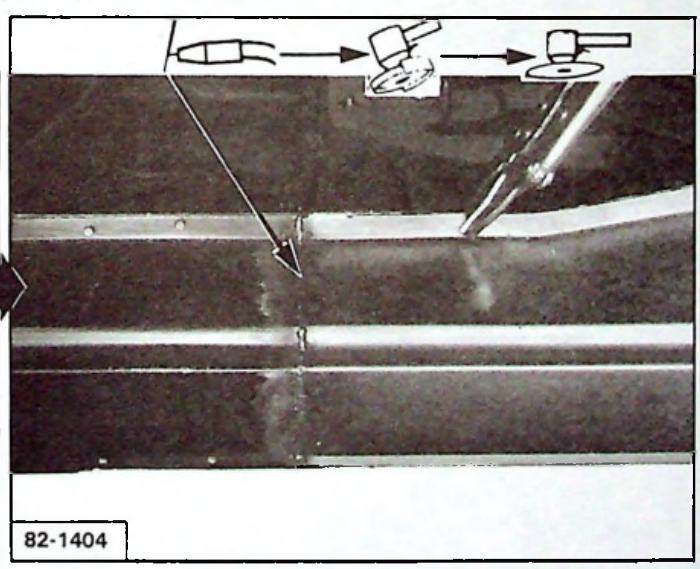
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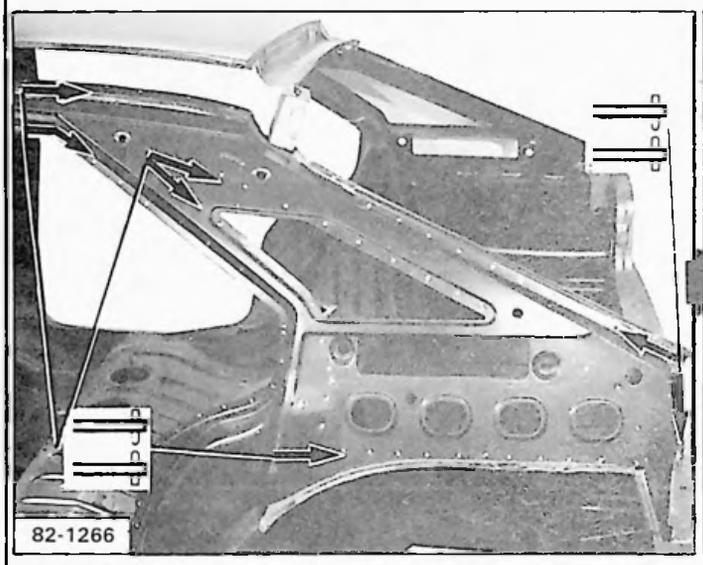
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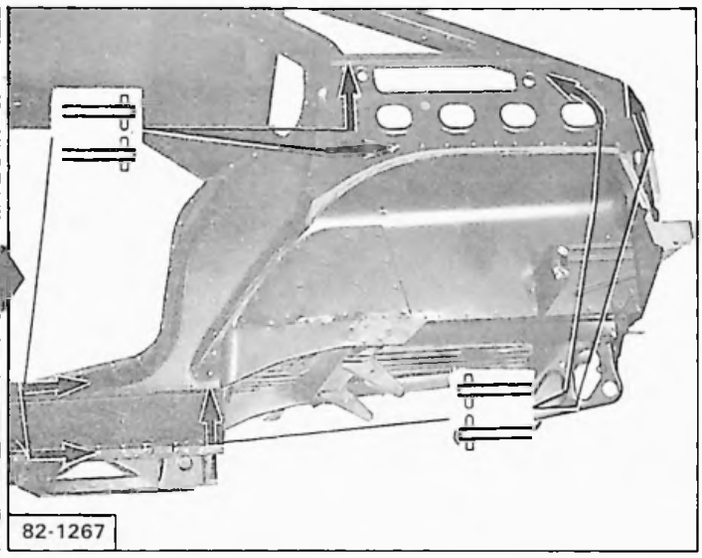
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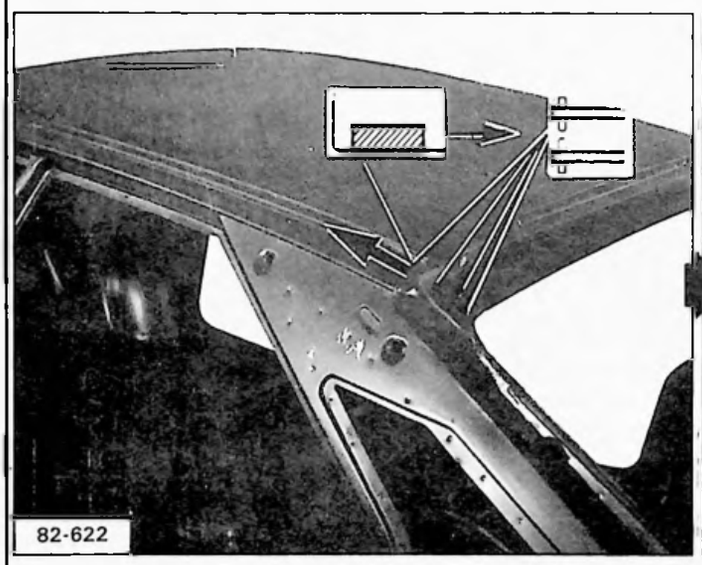
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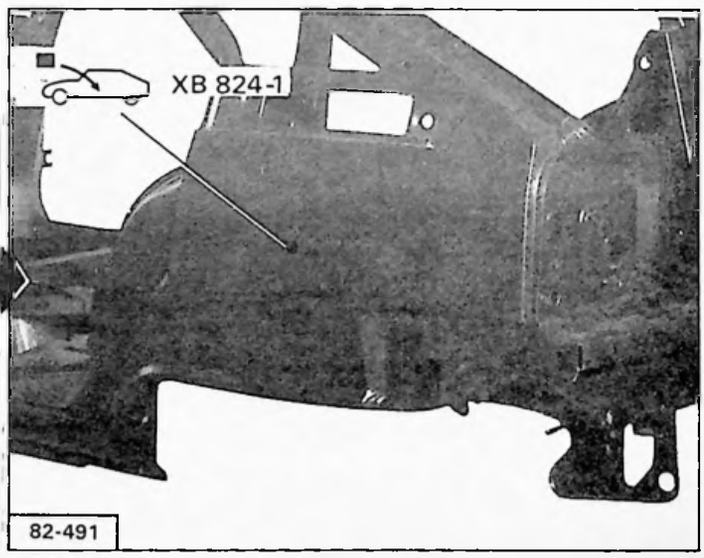
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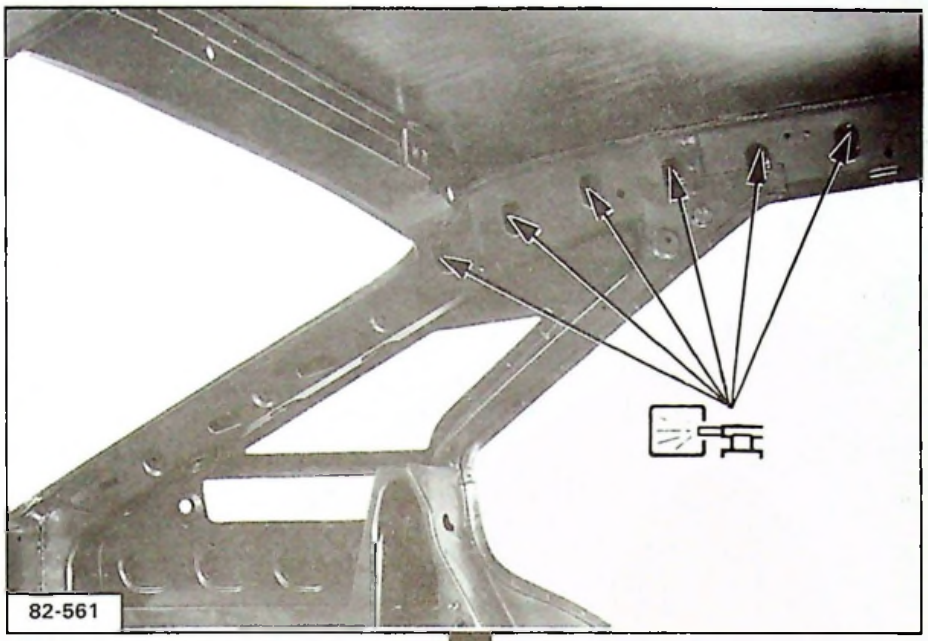
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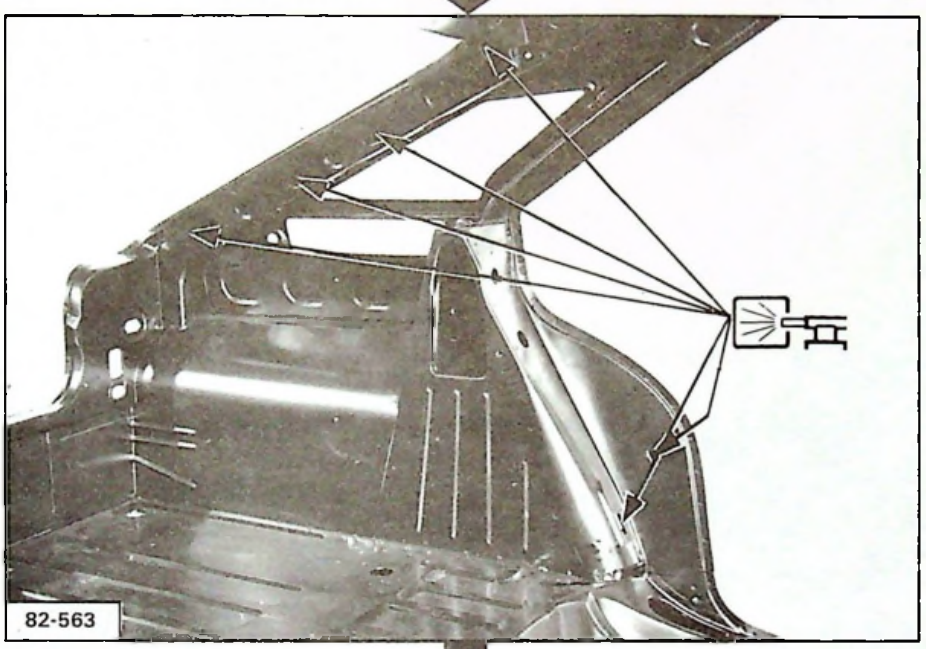
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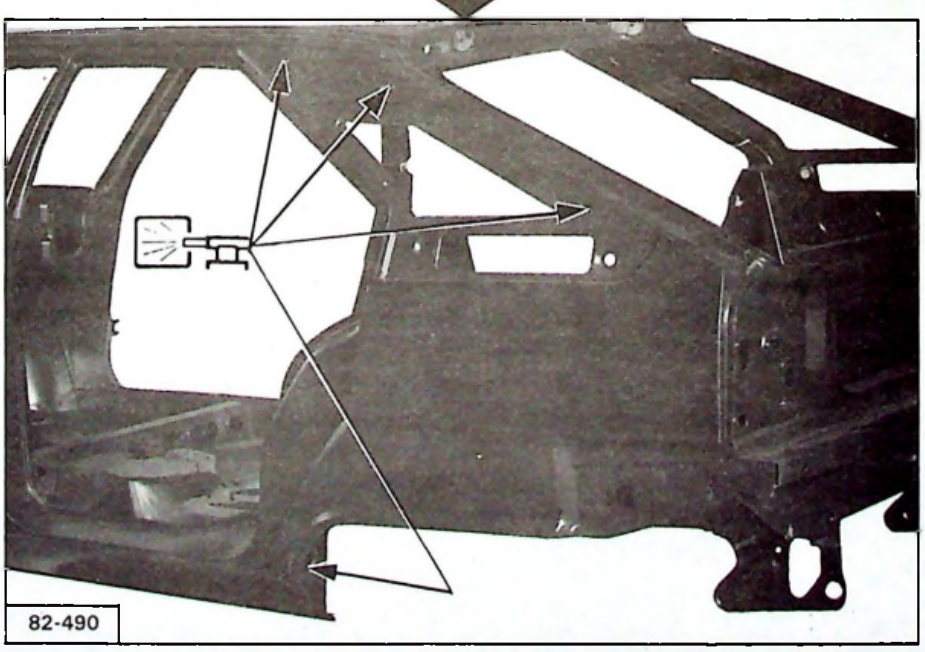
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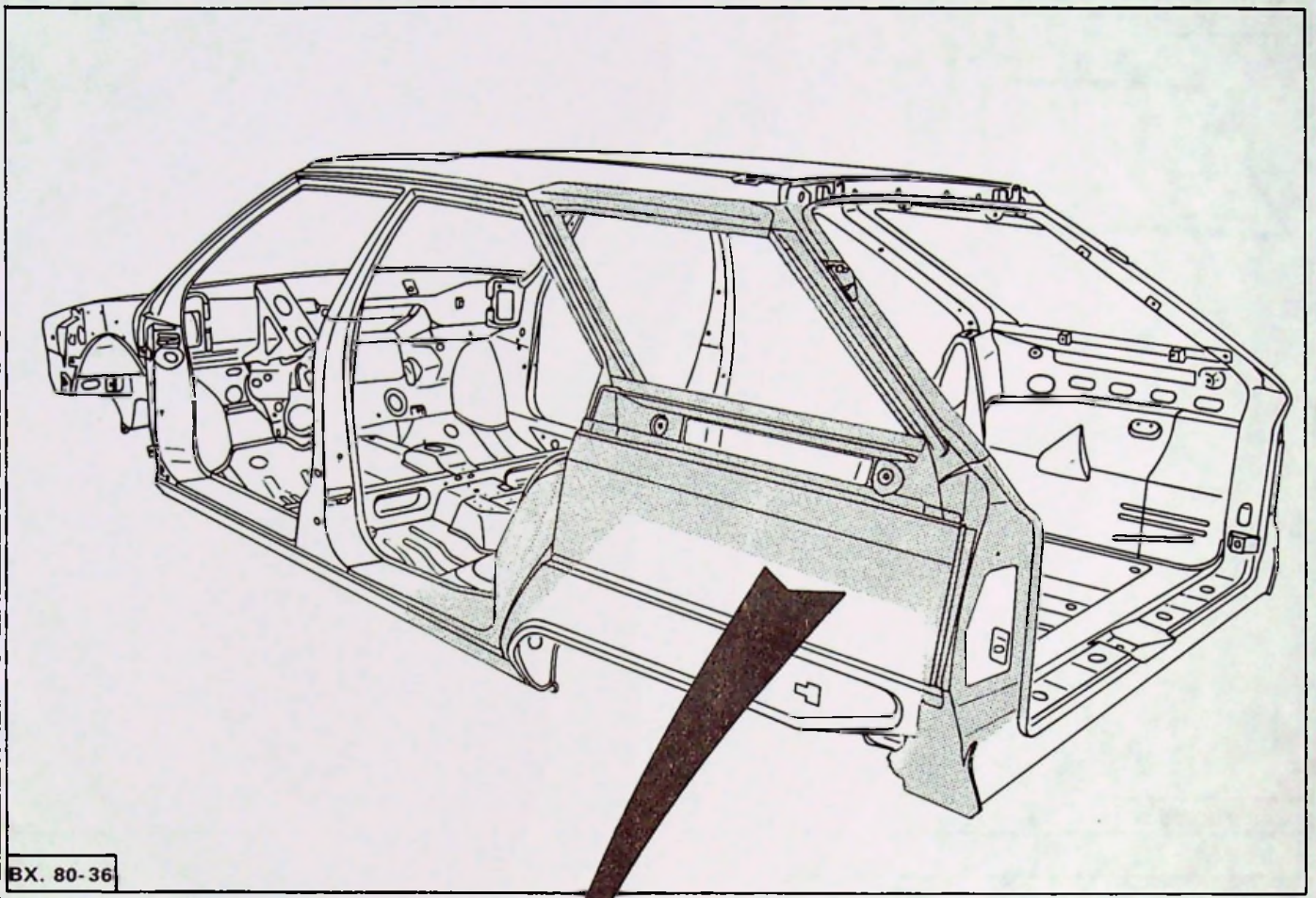
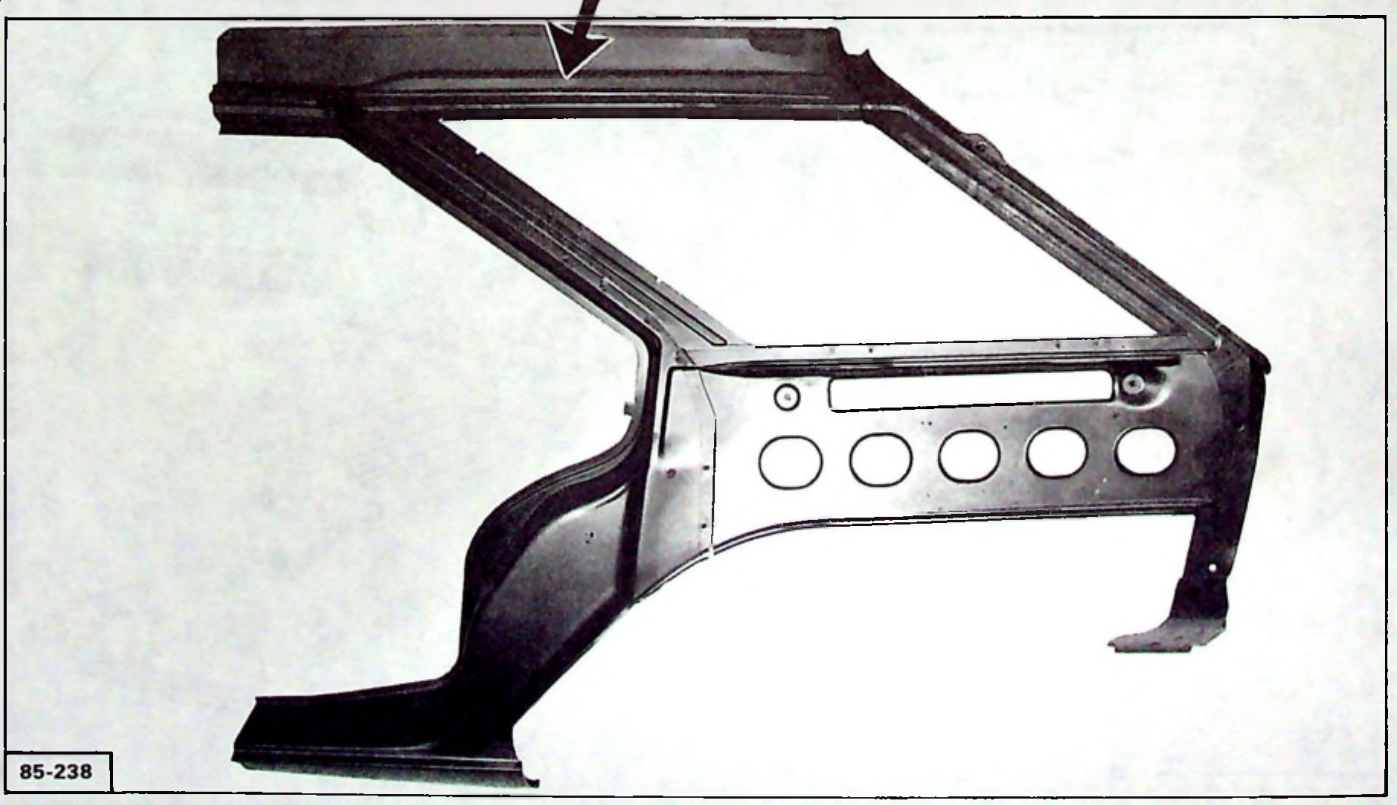

BX. 80-36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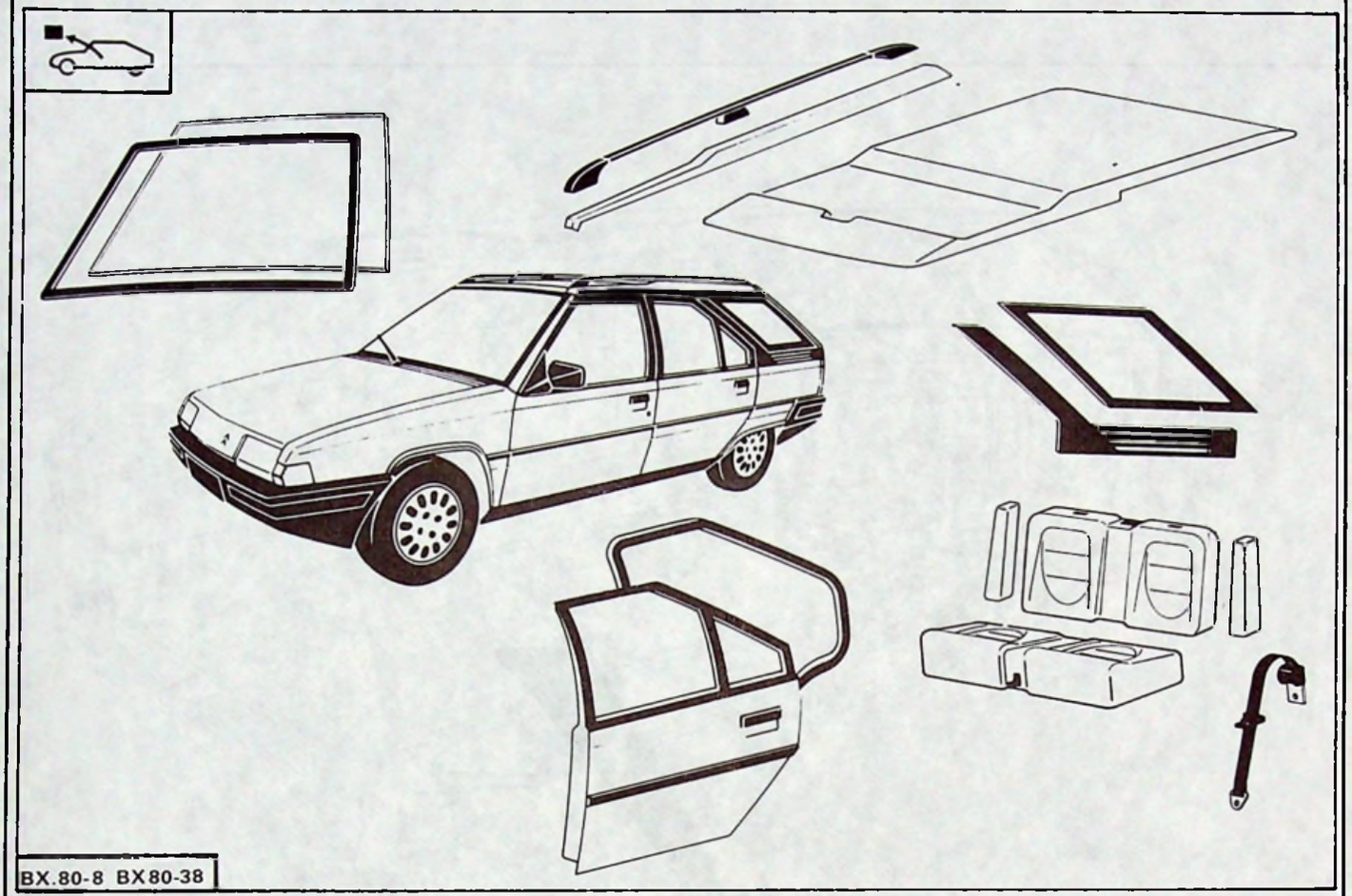

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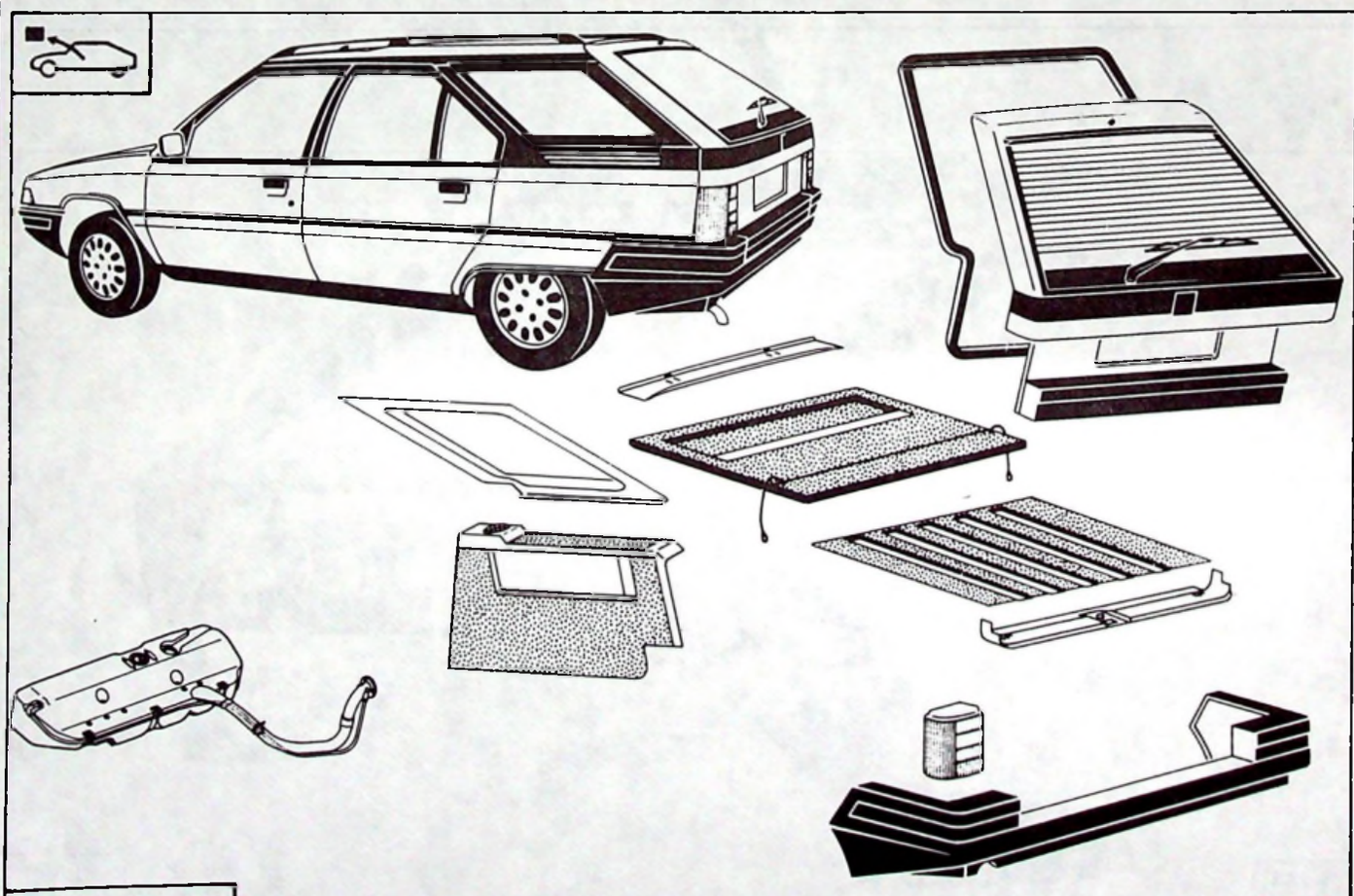
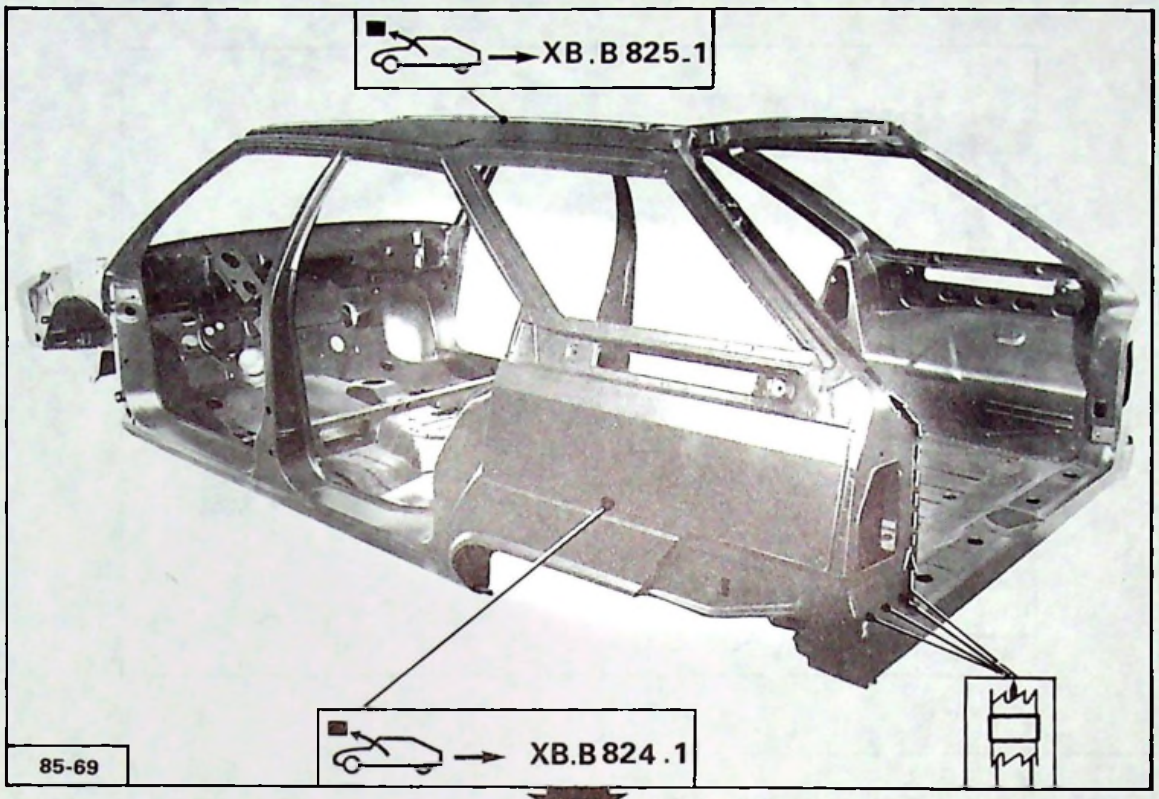


BX. 17-3 BX. 80-39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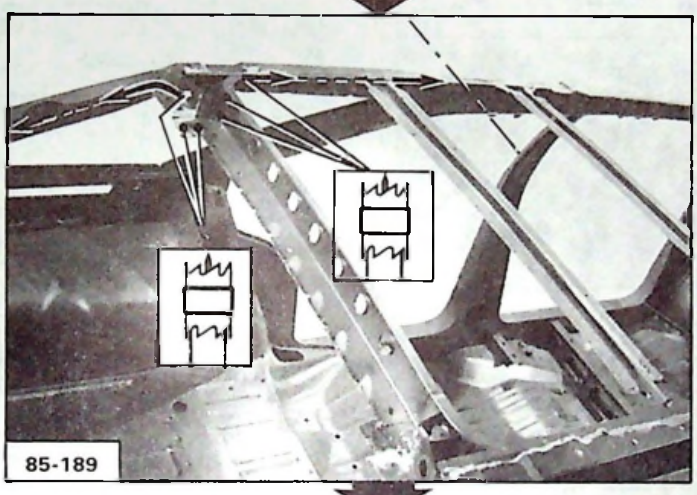
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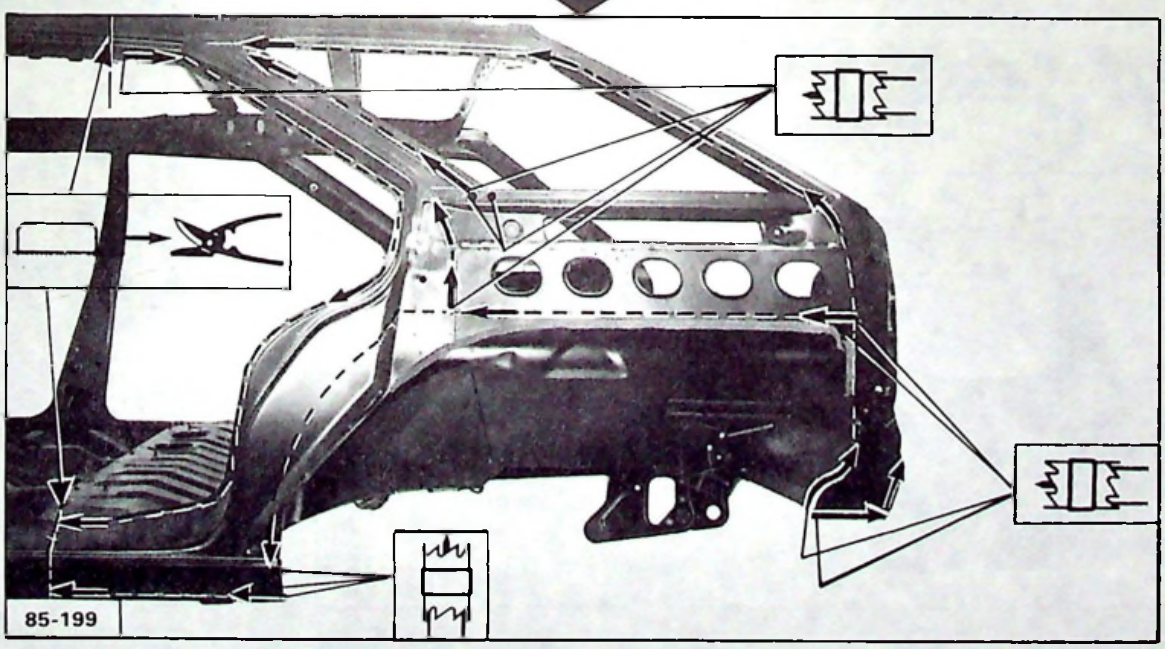
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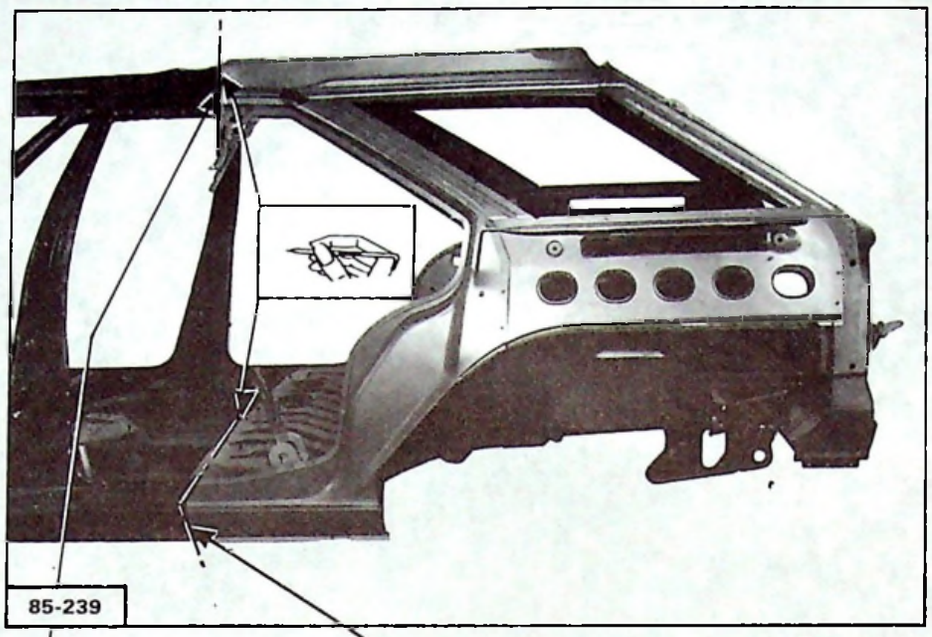
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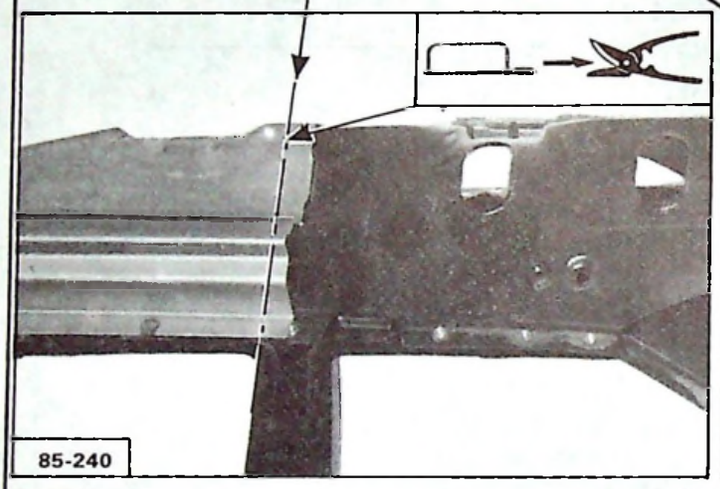
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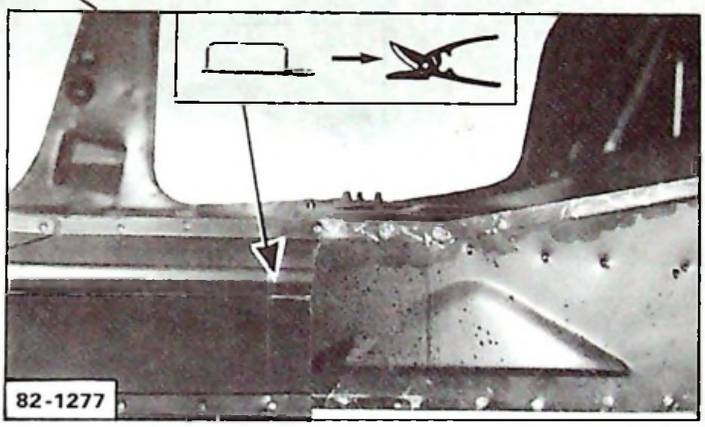
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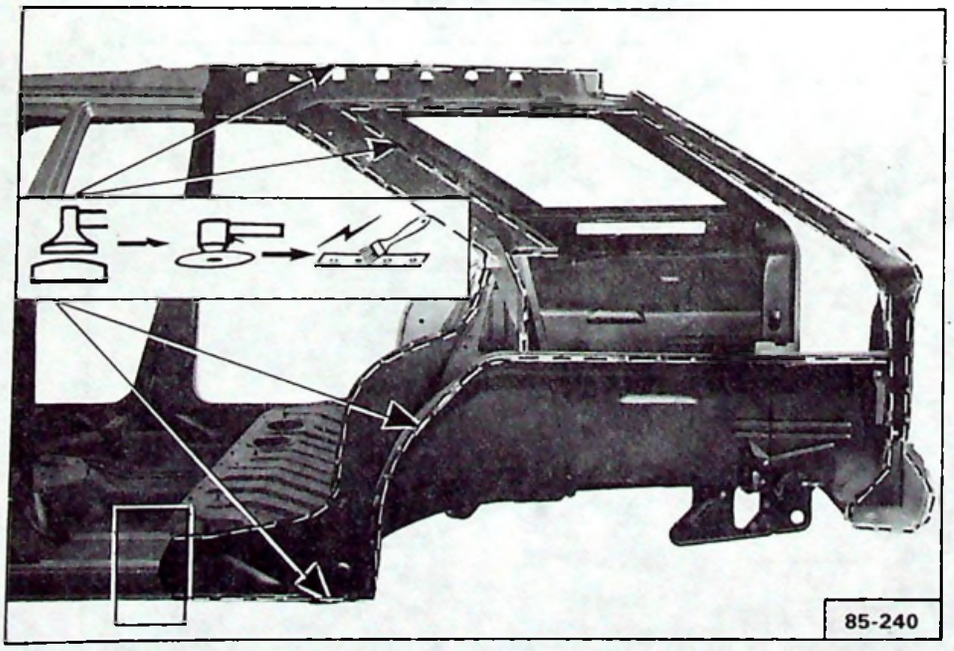
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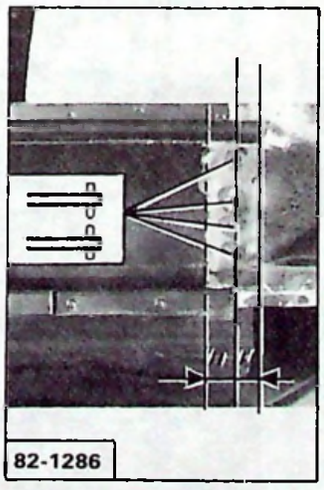
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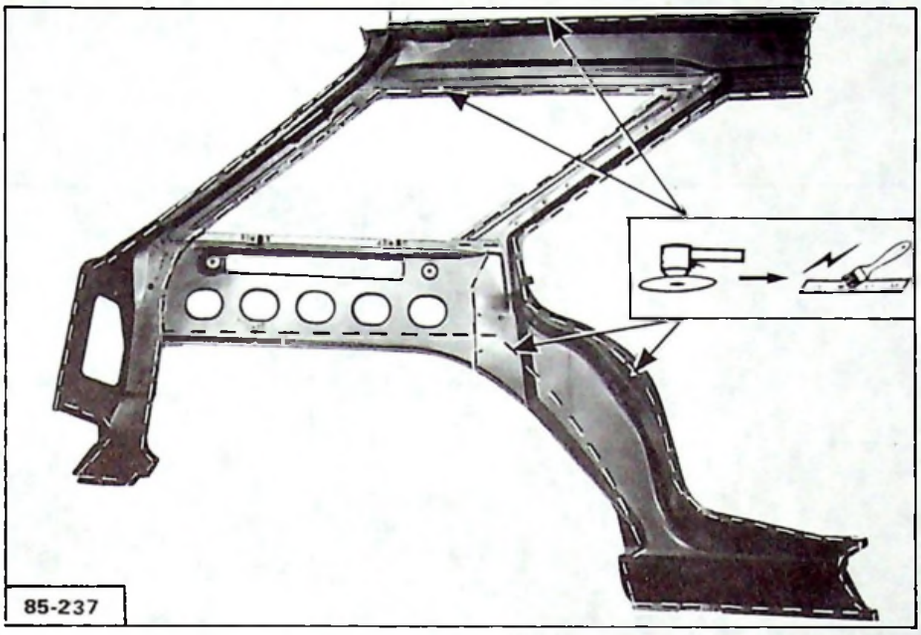
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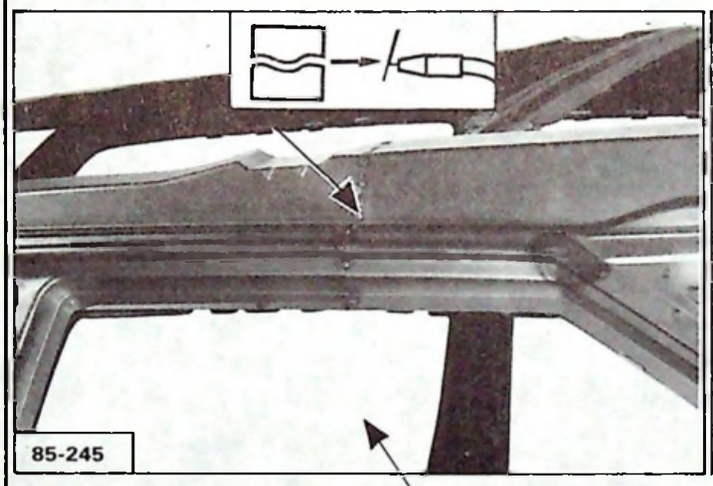
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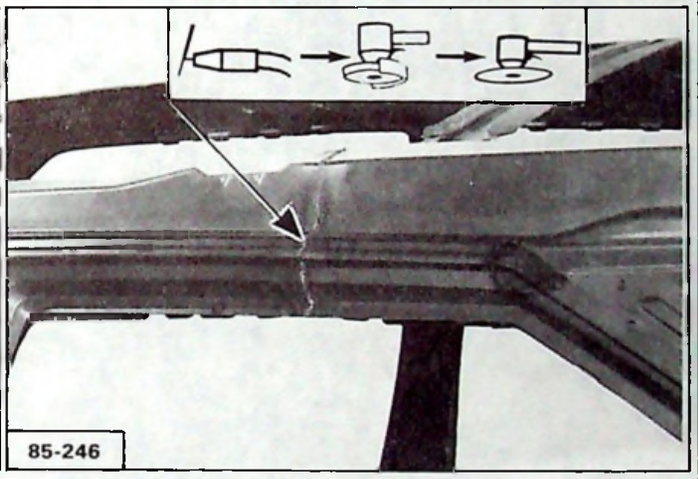
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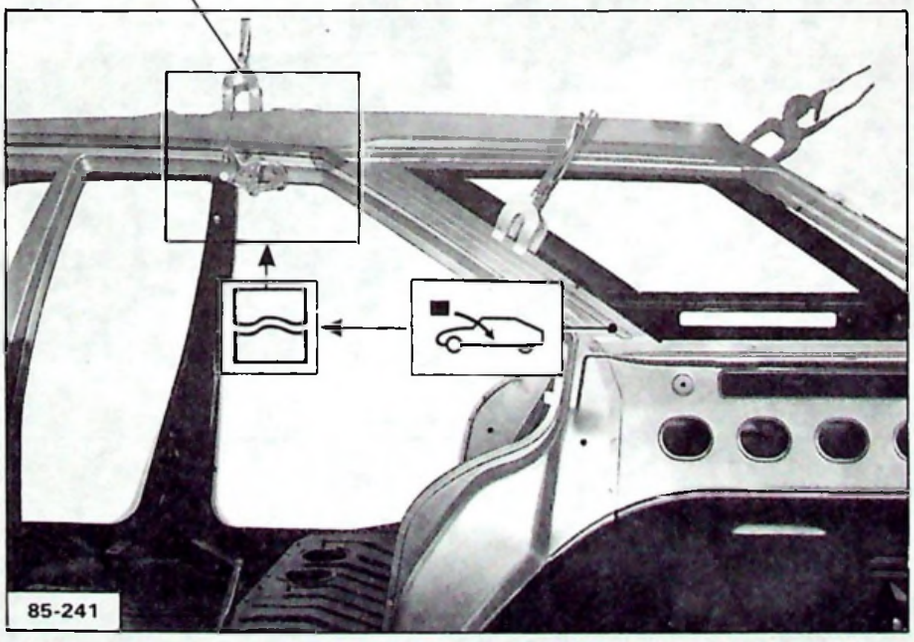
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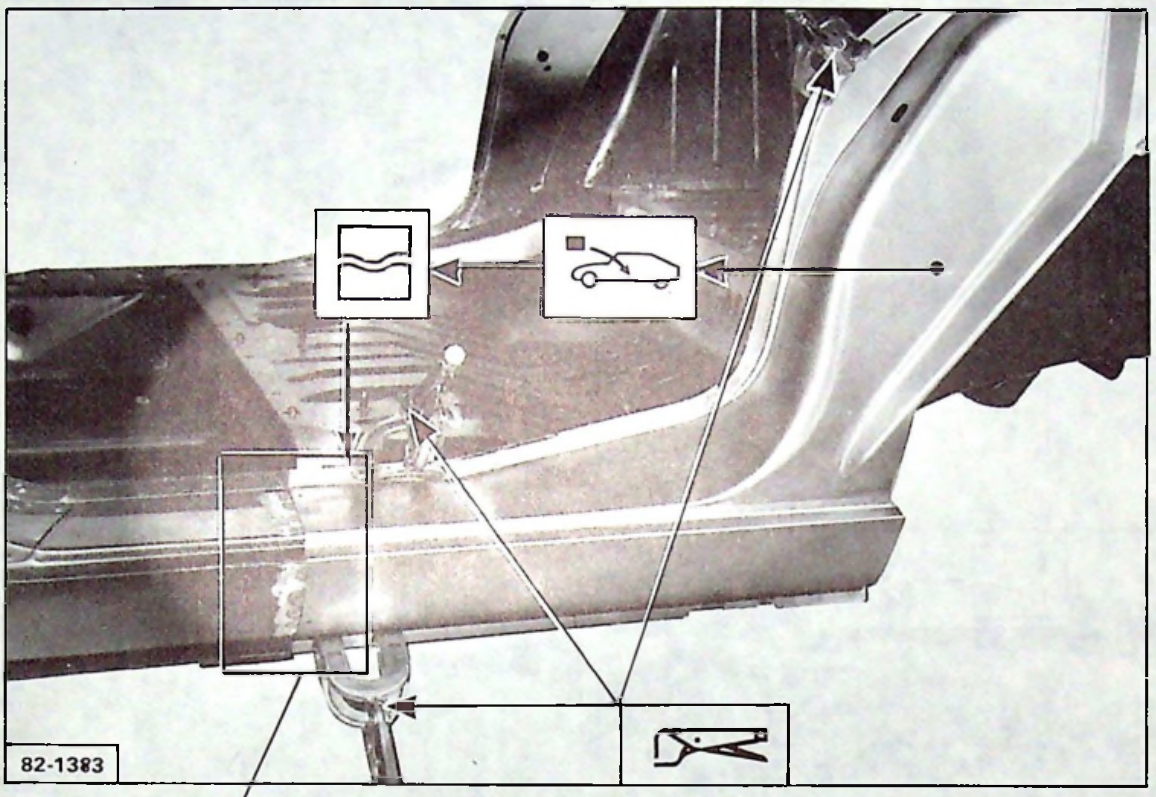
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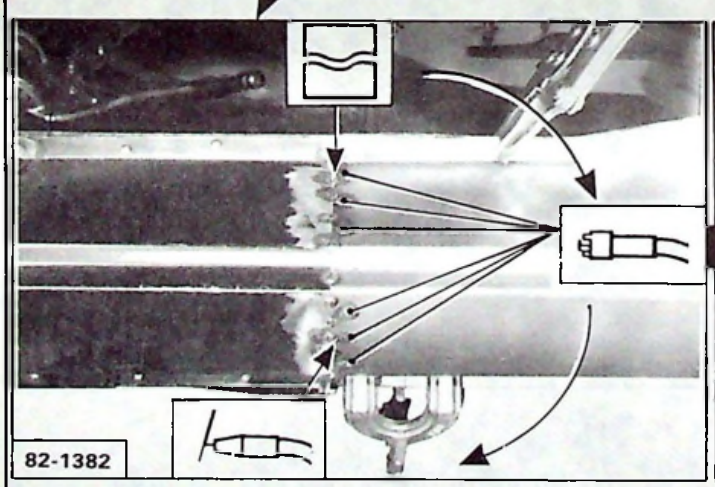
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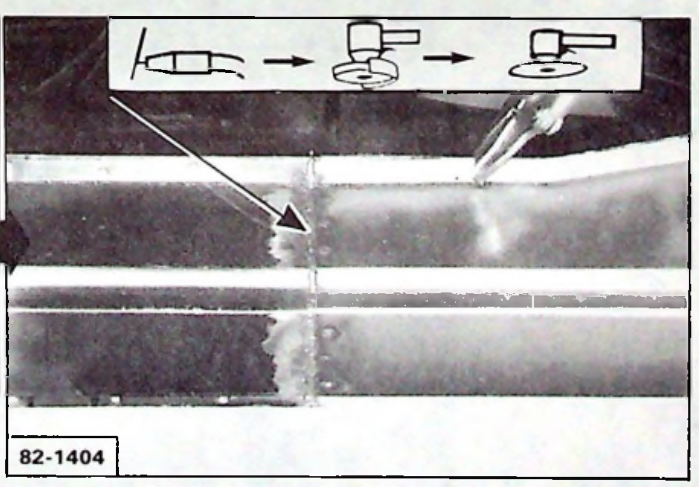
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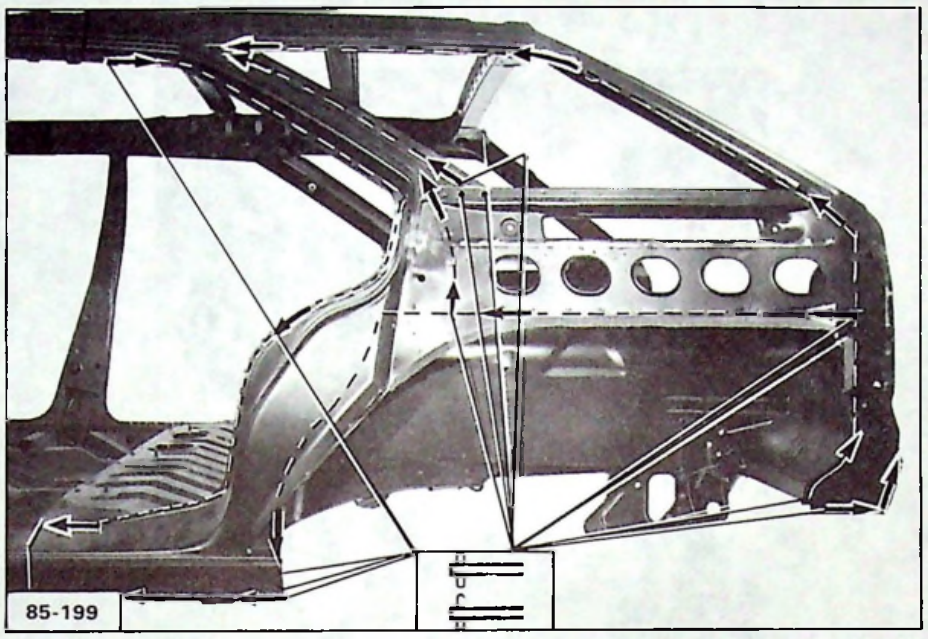
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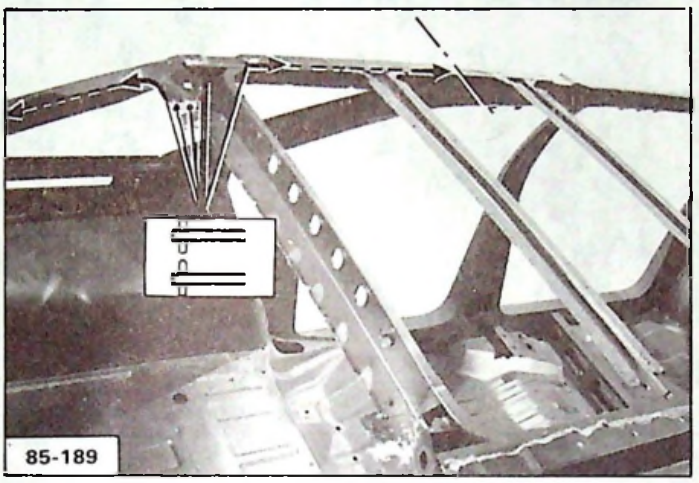
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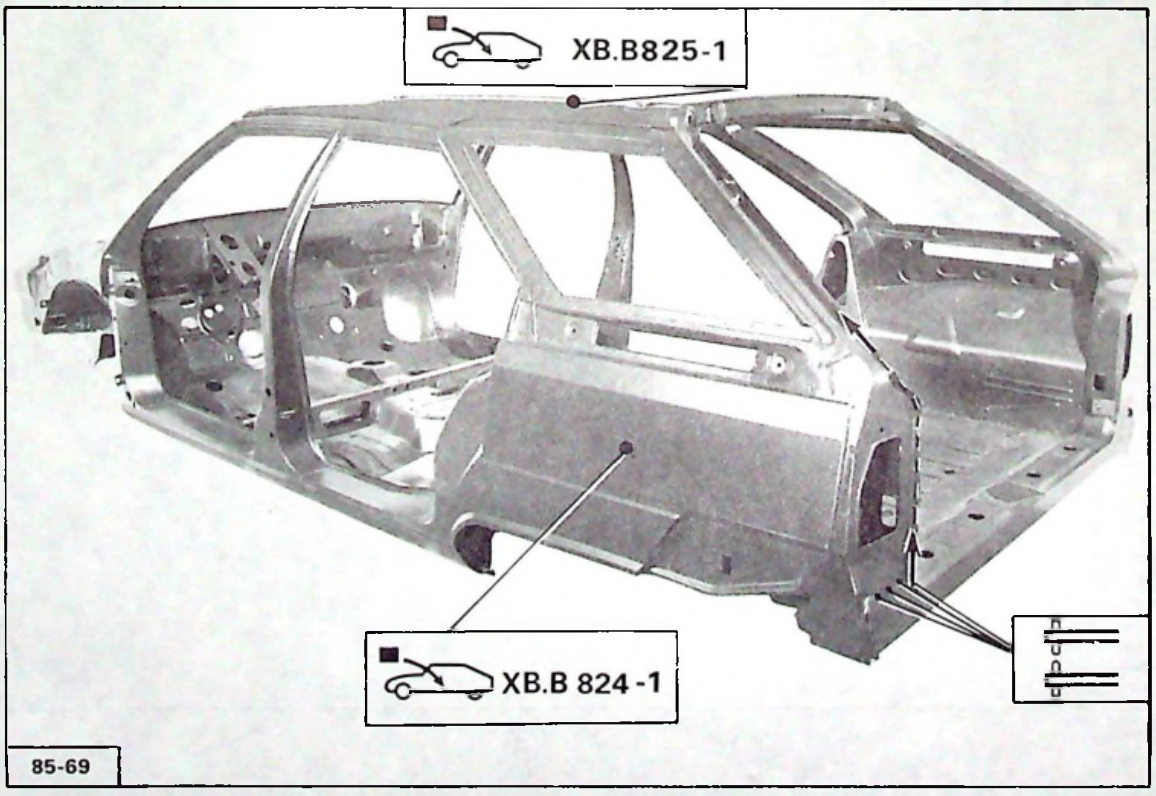
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XB.B 824 -1
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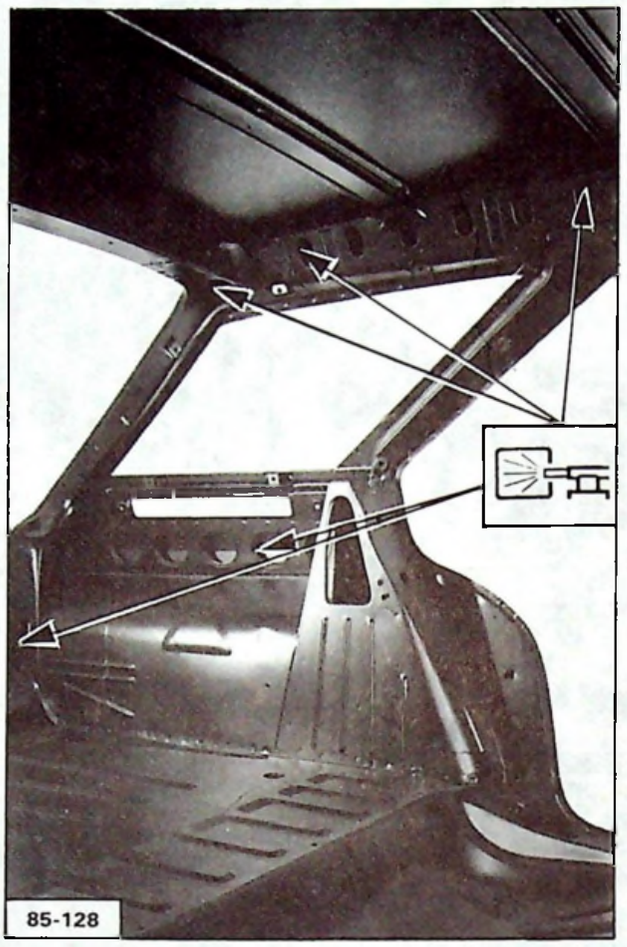
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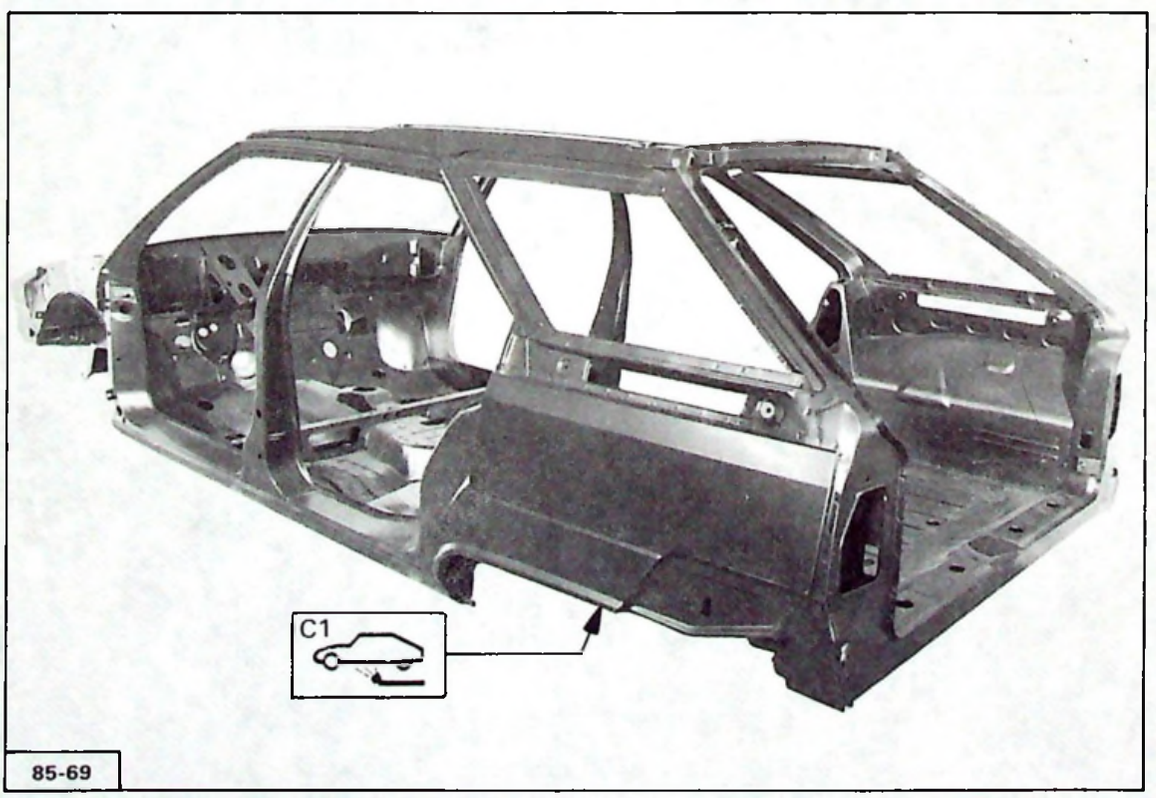
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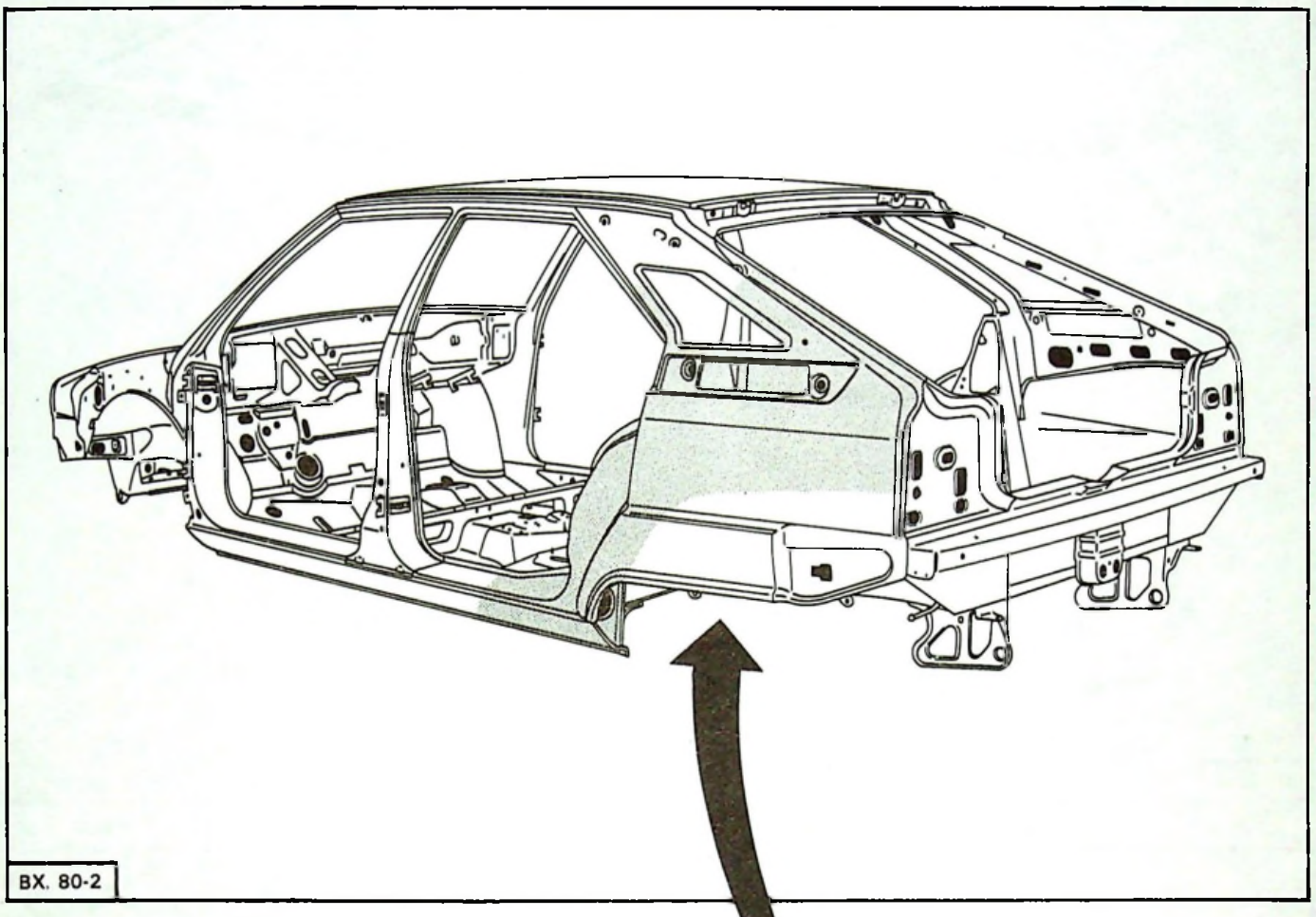

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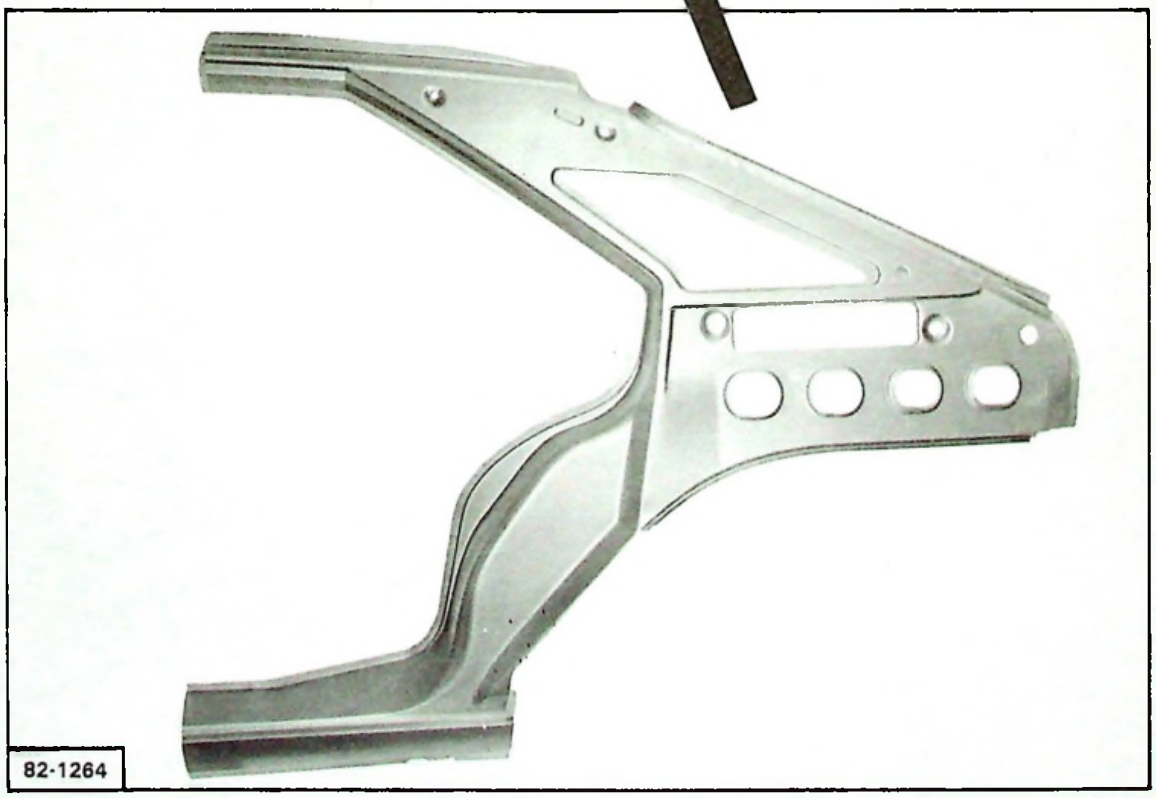

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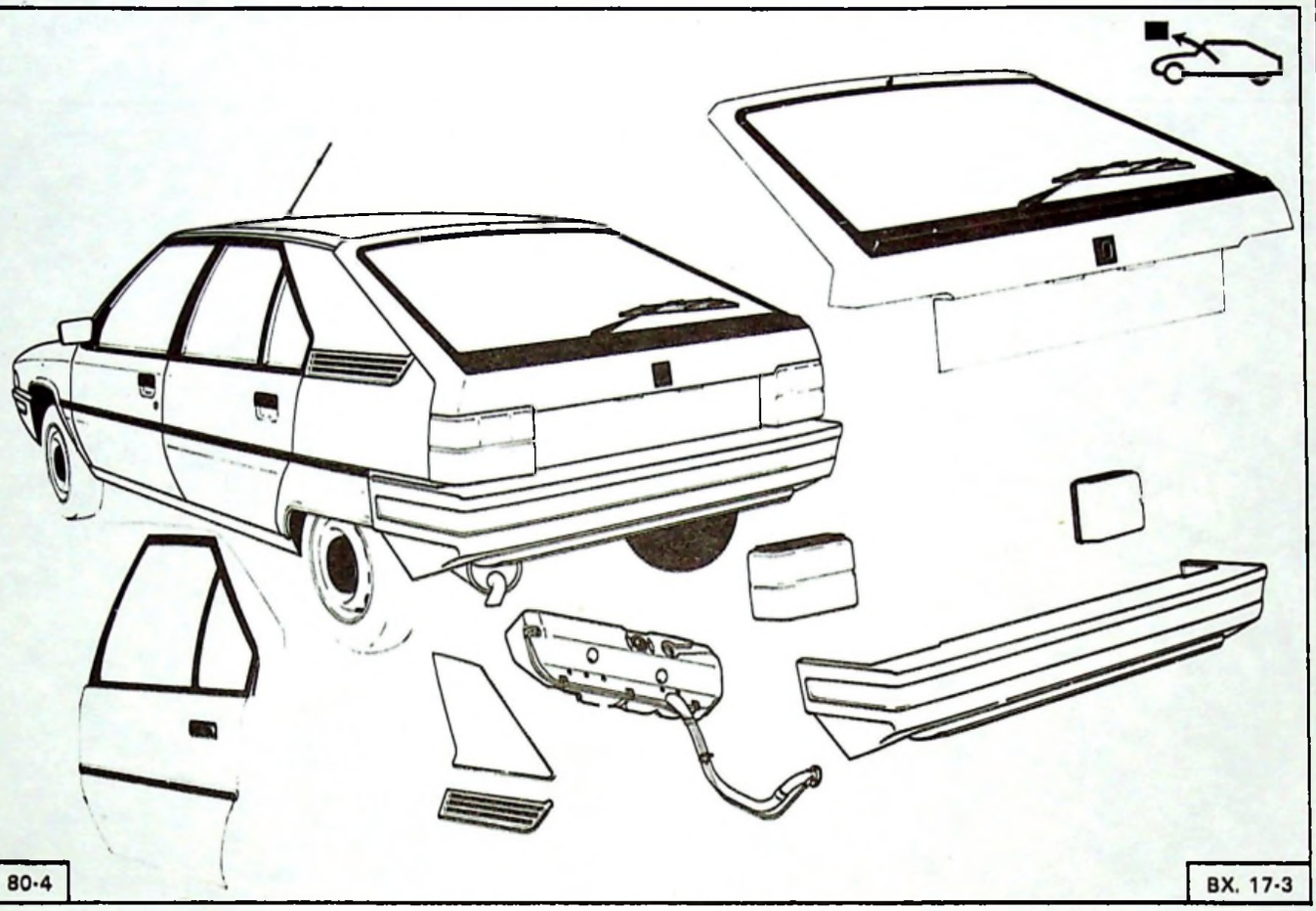
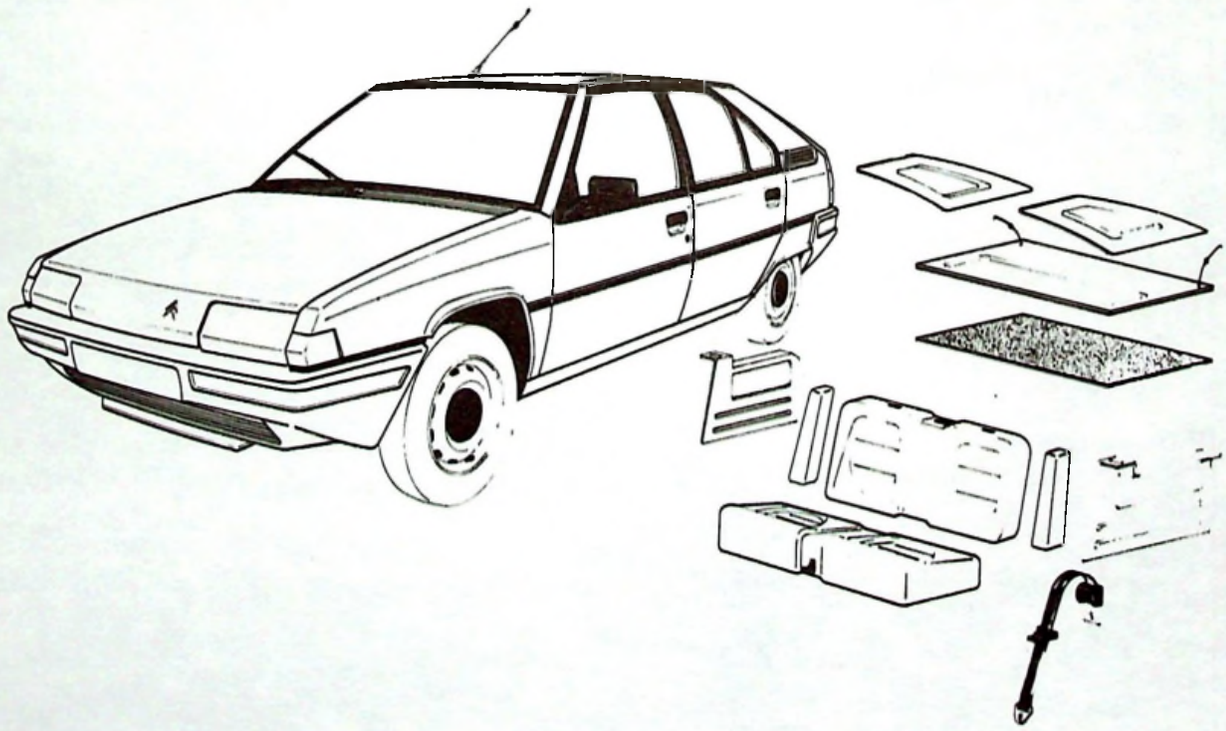
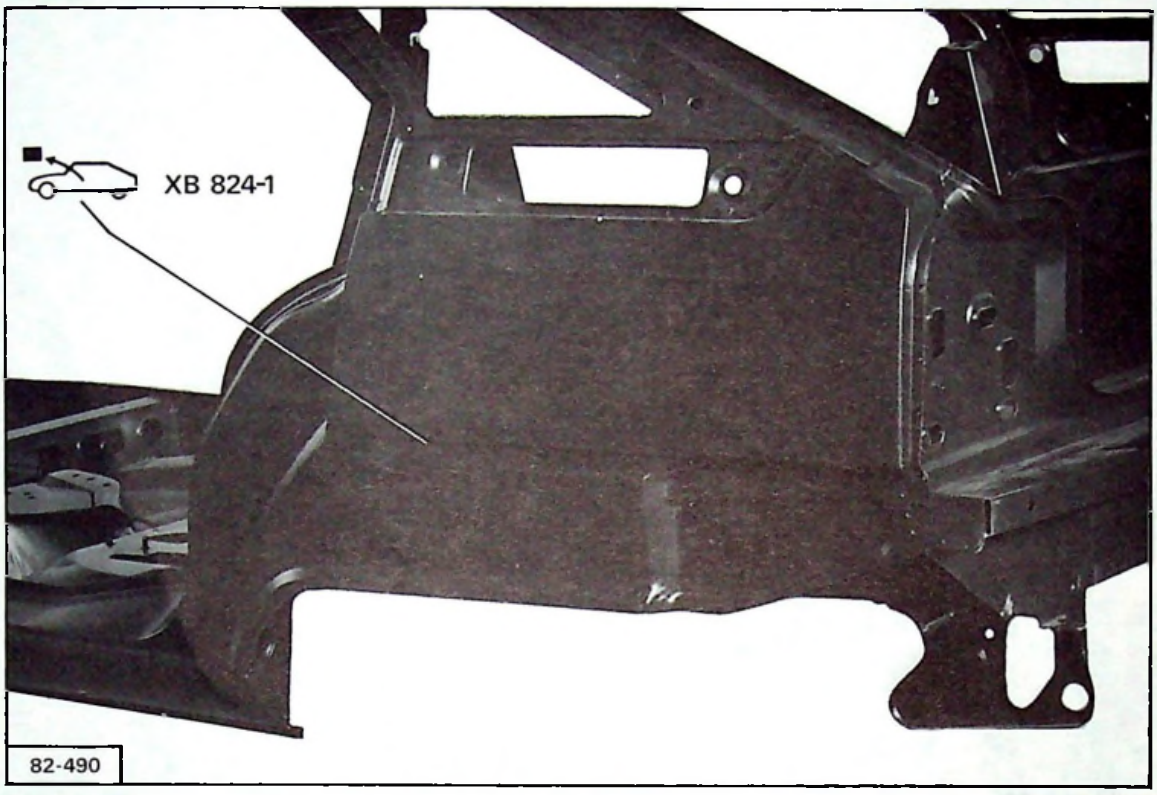


BX. 80-4

BX. 17-3



BX. 80-8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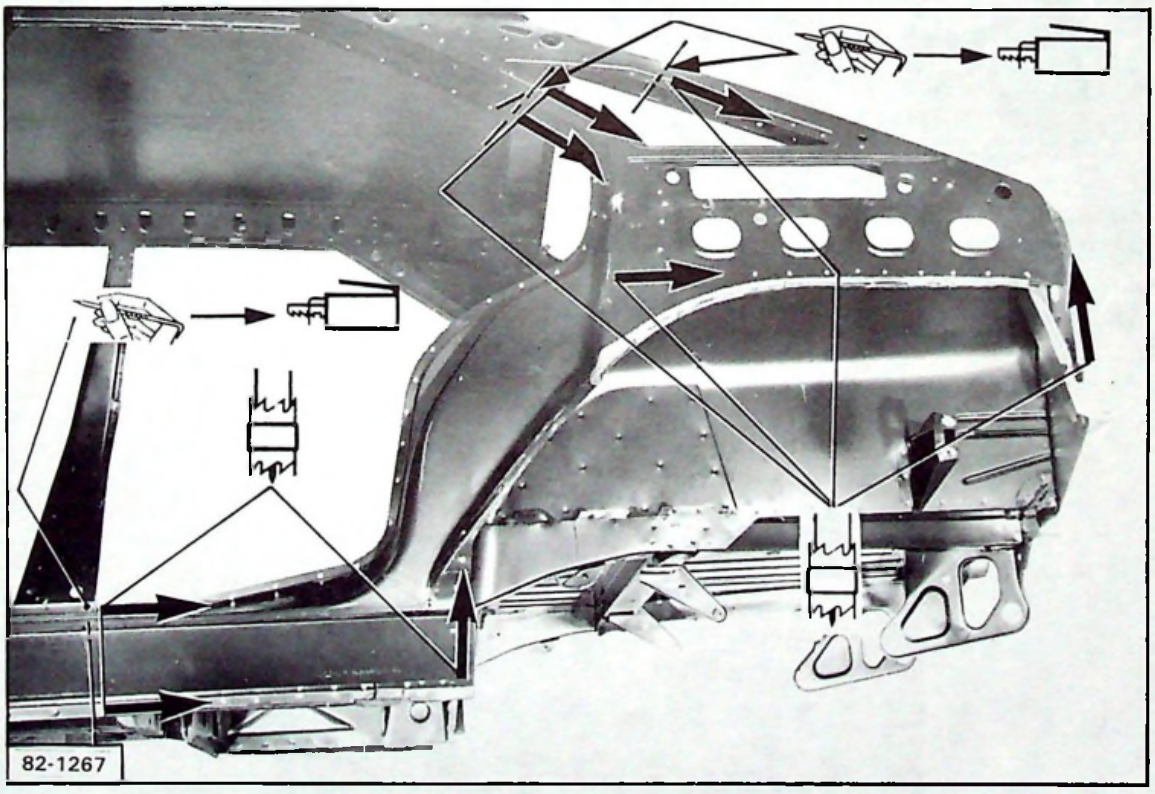
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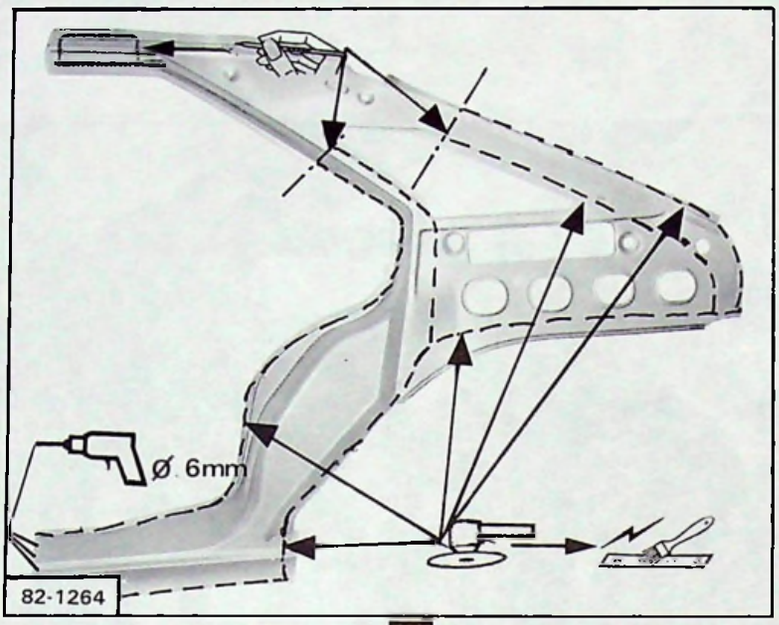
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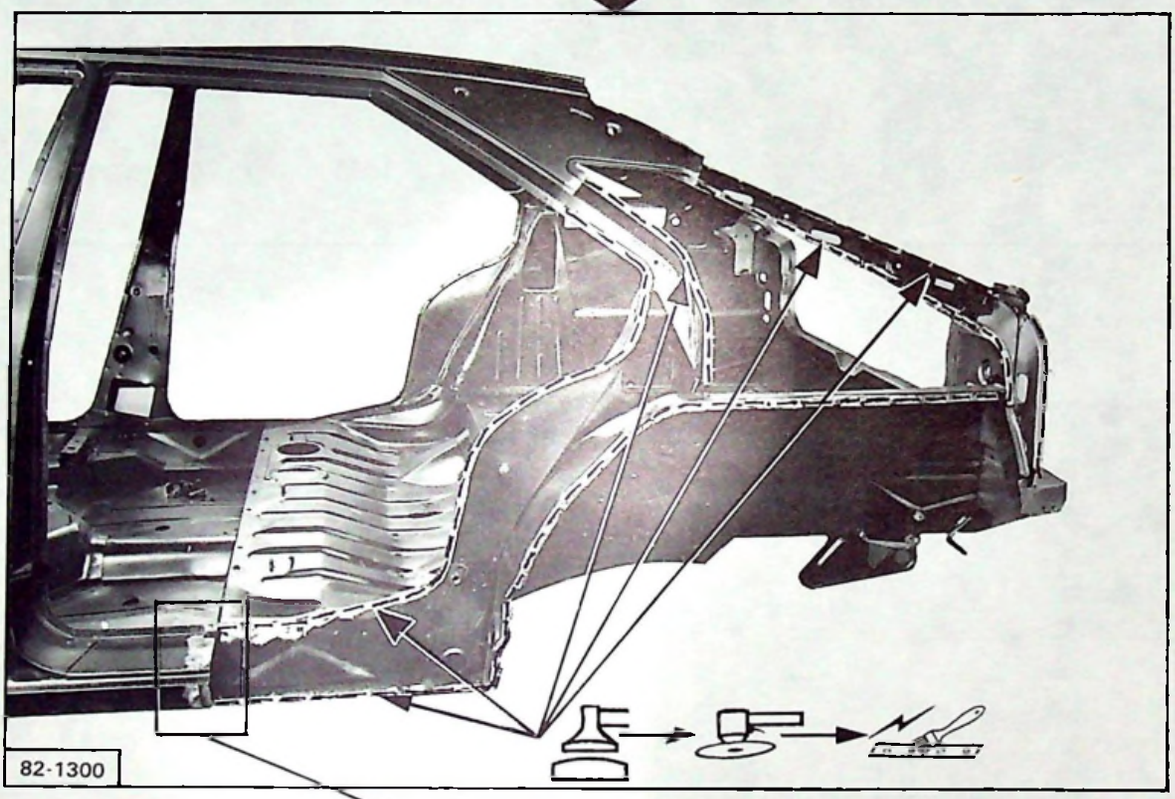
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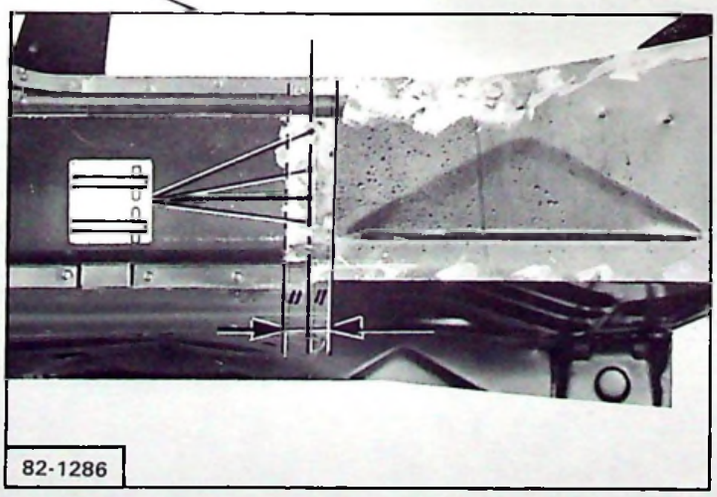
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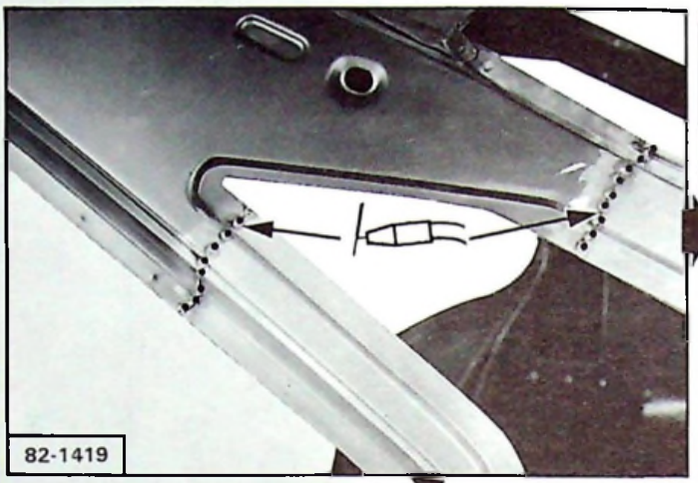
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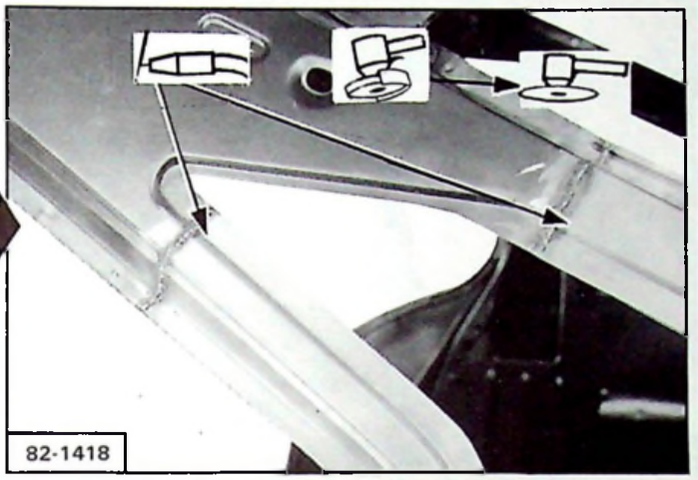
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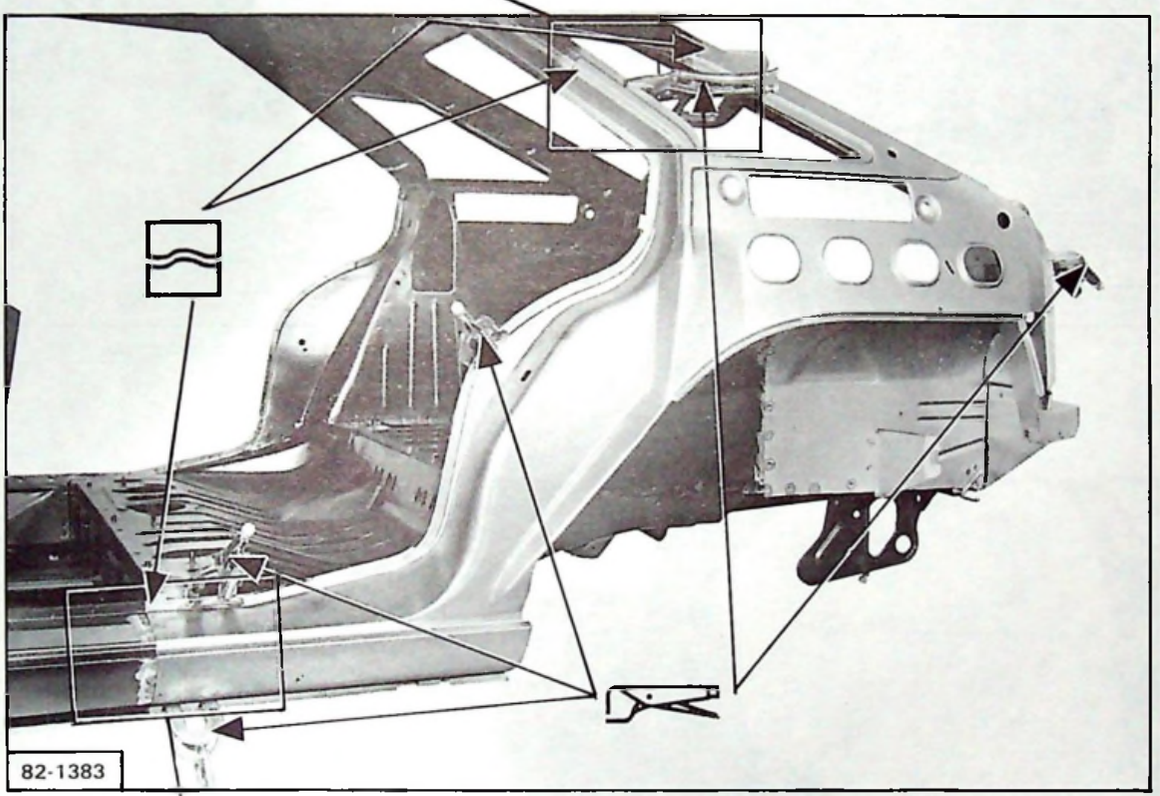
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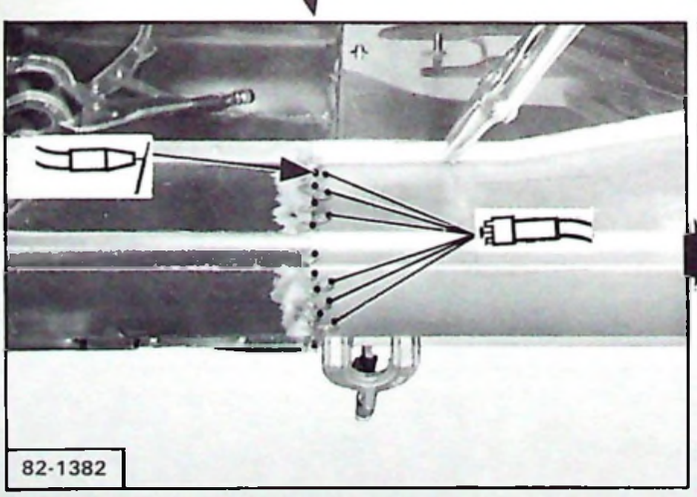
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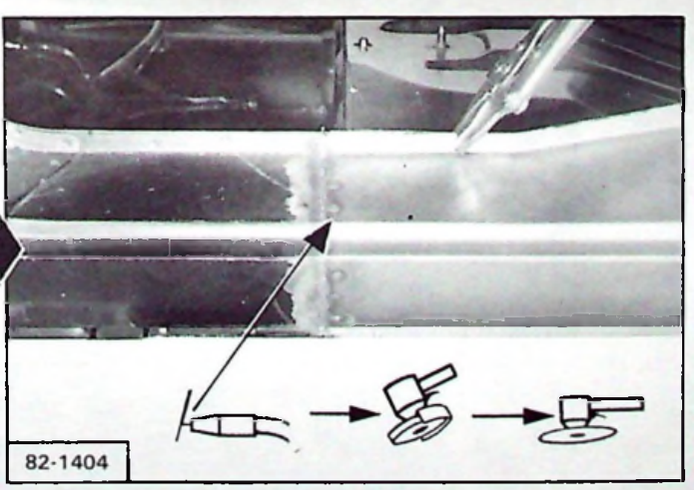
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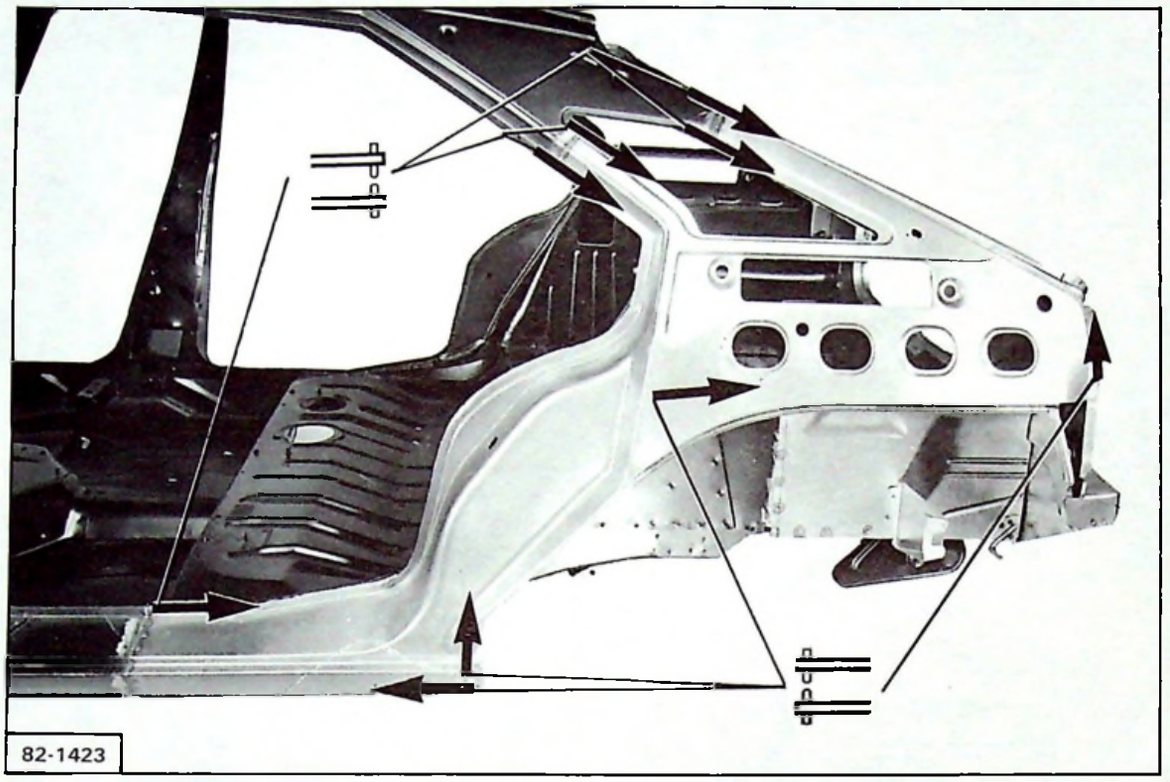

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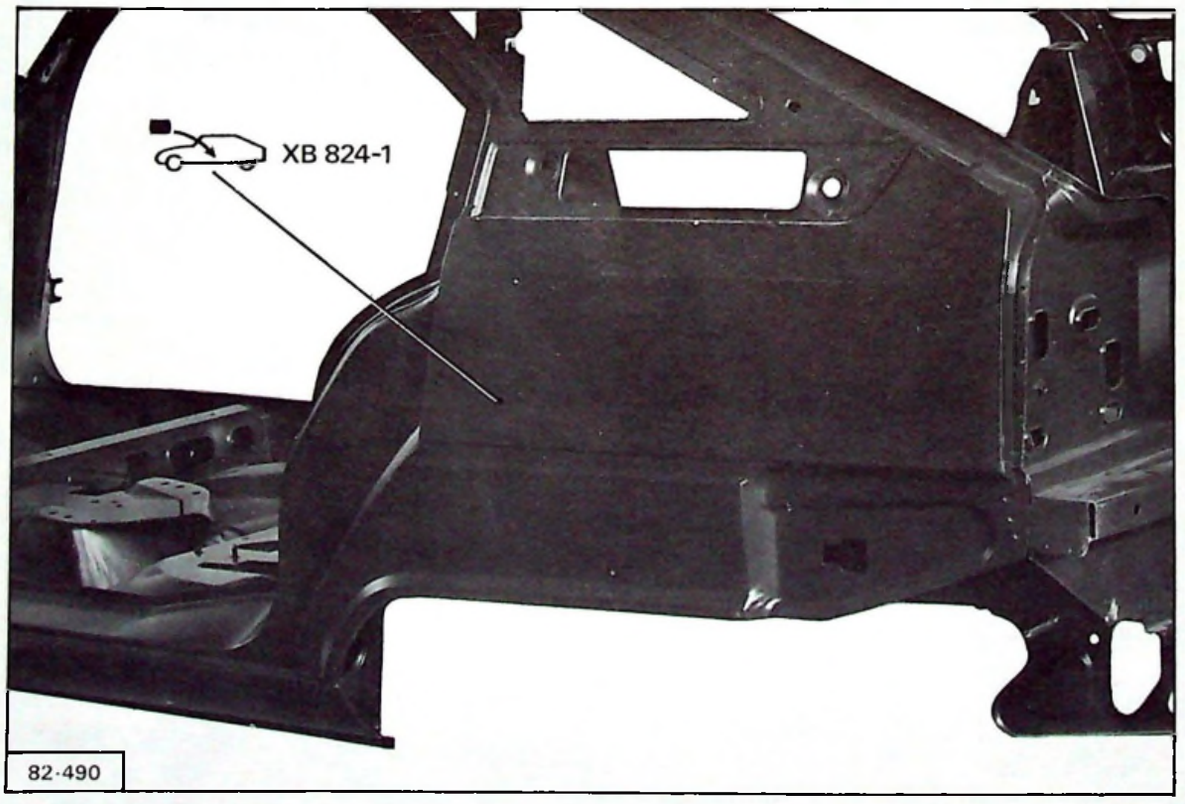

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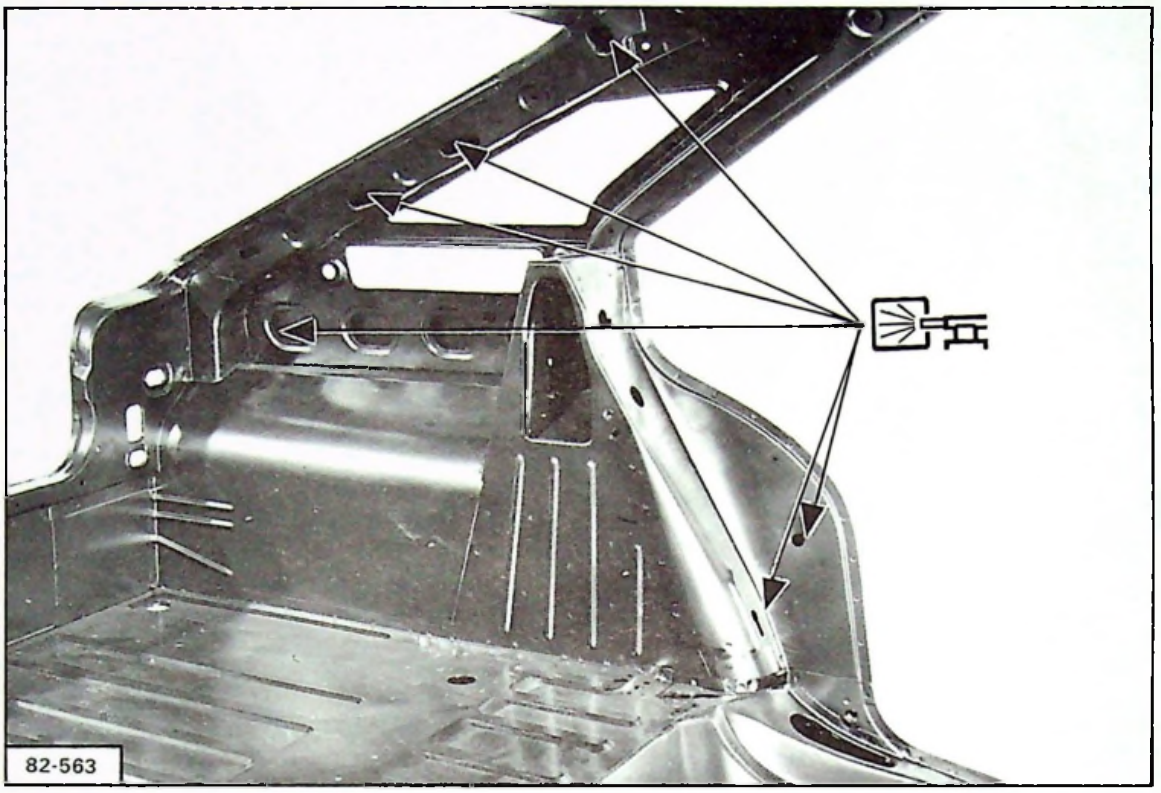
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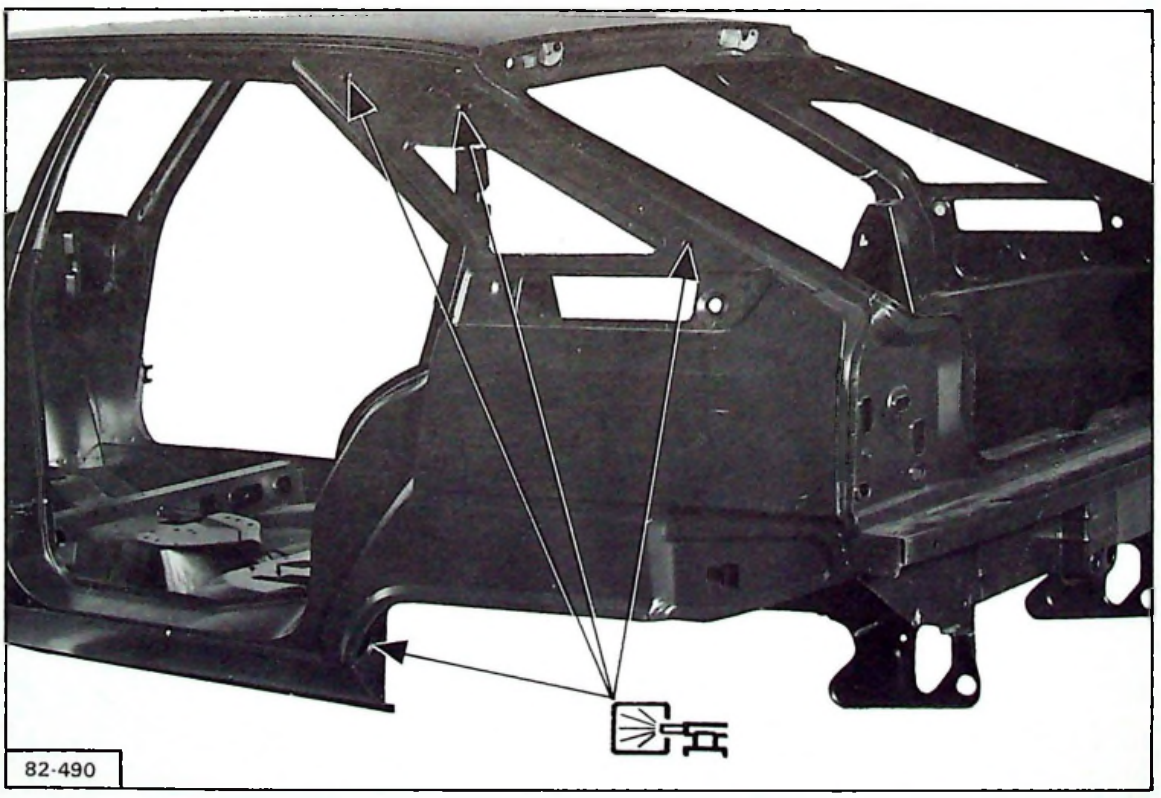
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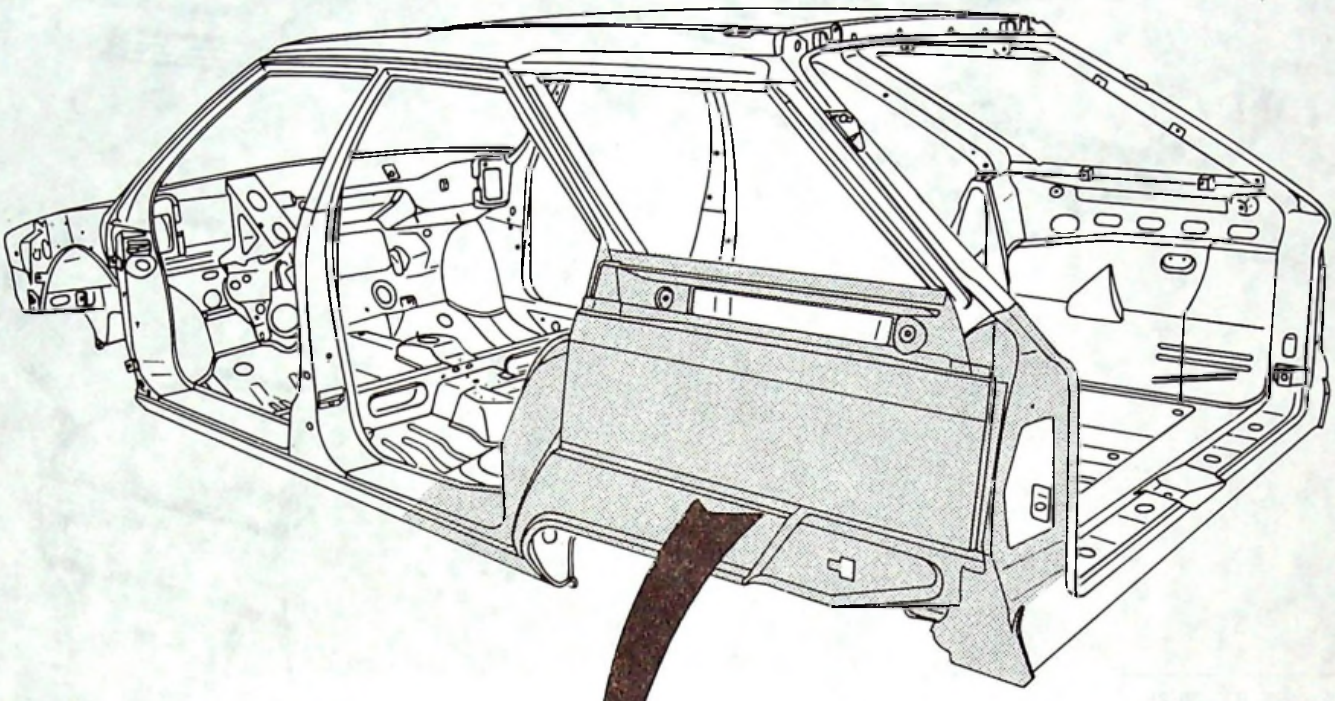
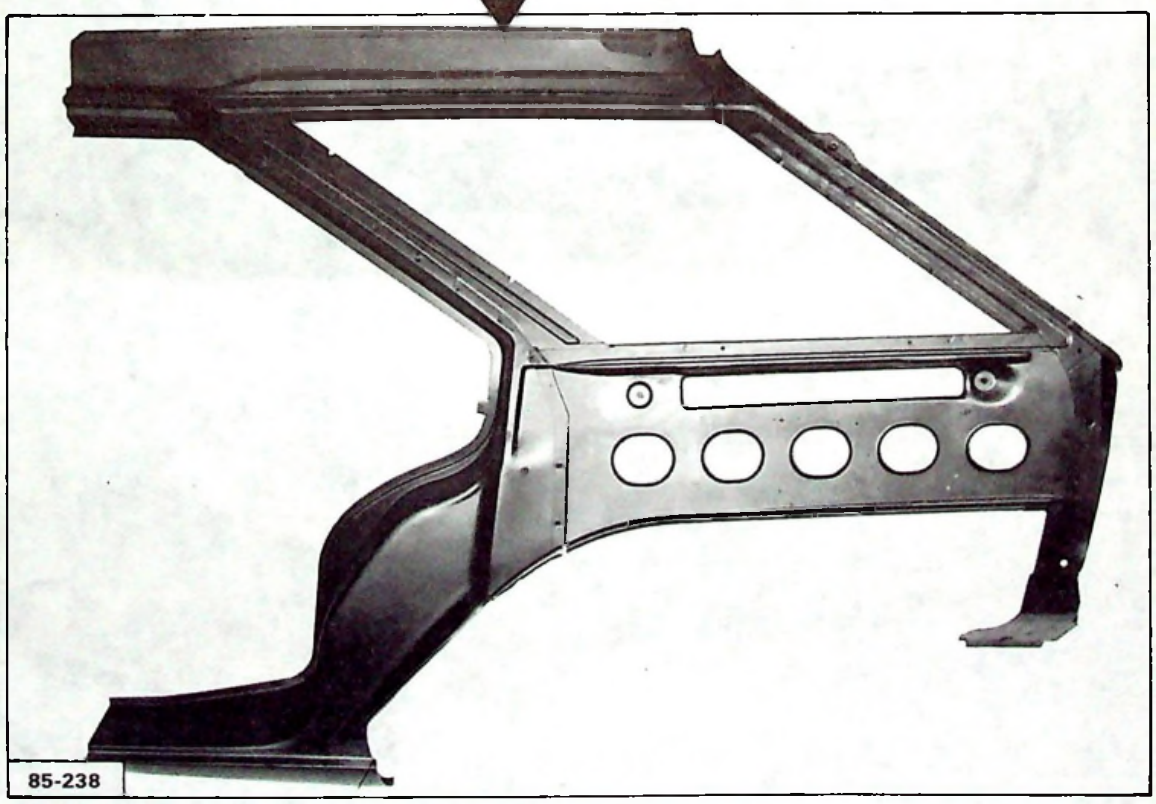


BX. 80-36



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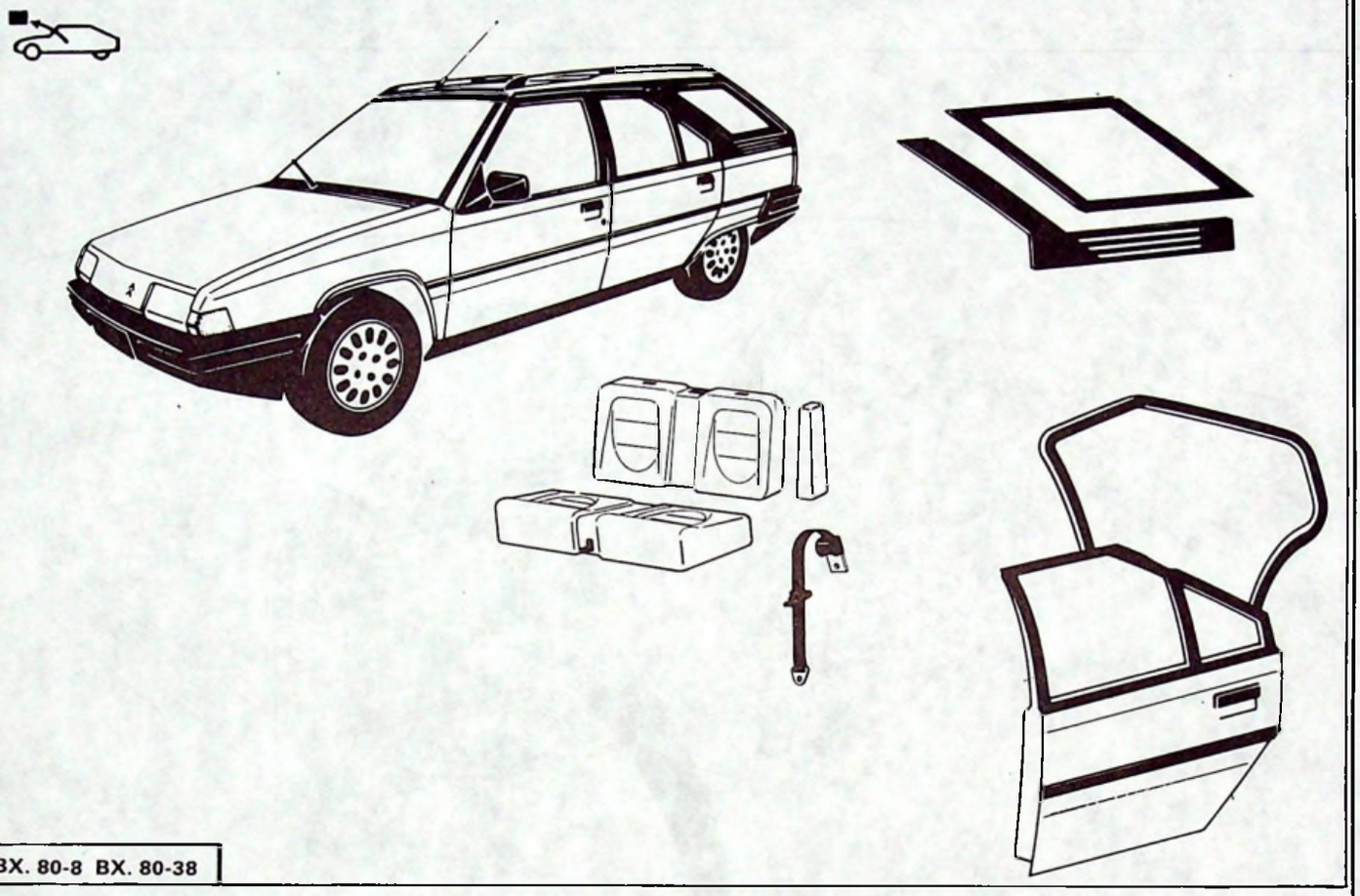
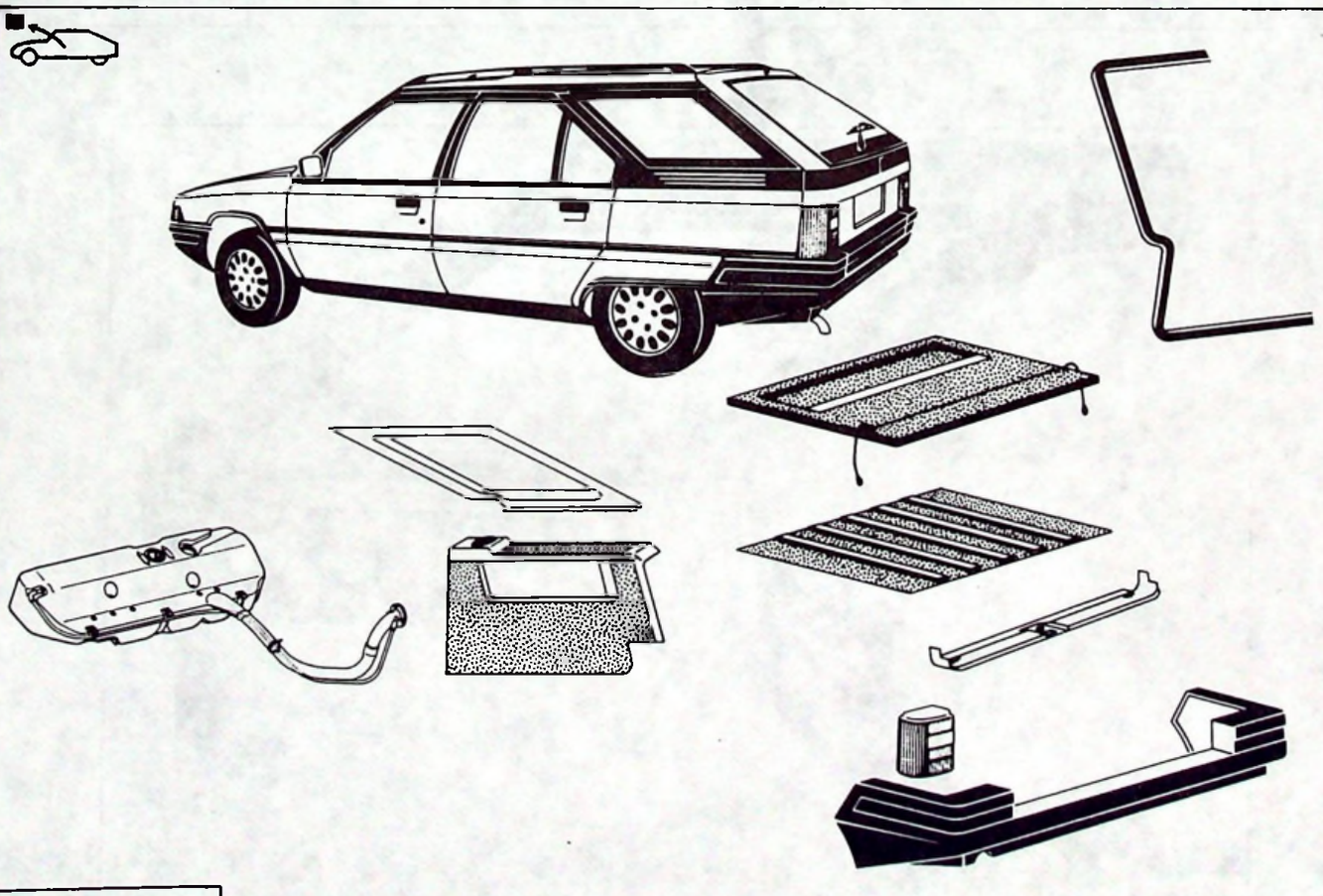


BX. 80-8 BX. 80-38



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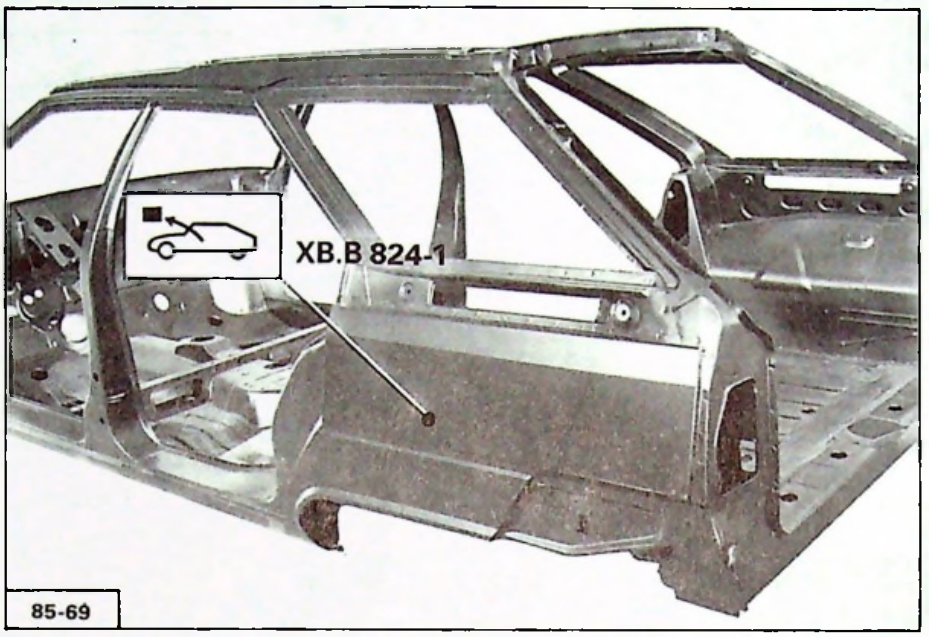
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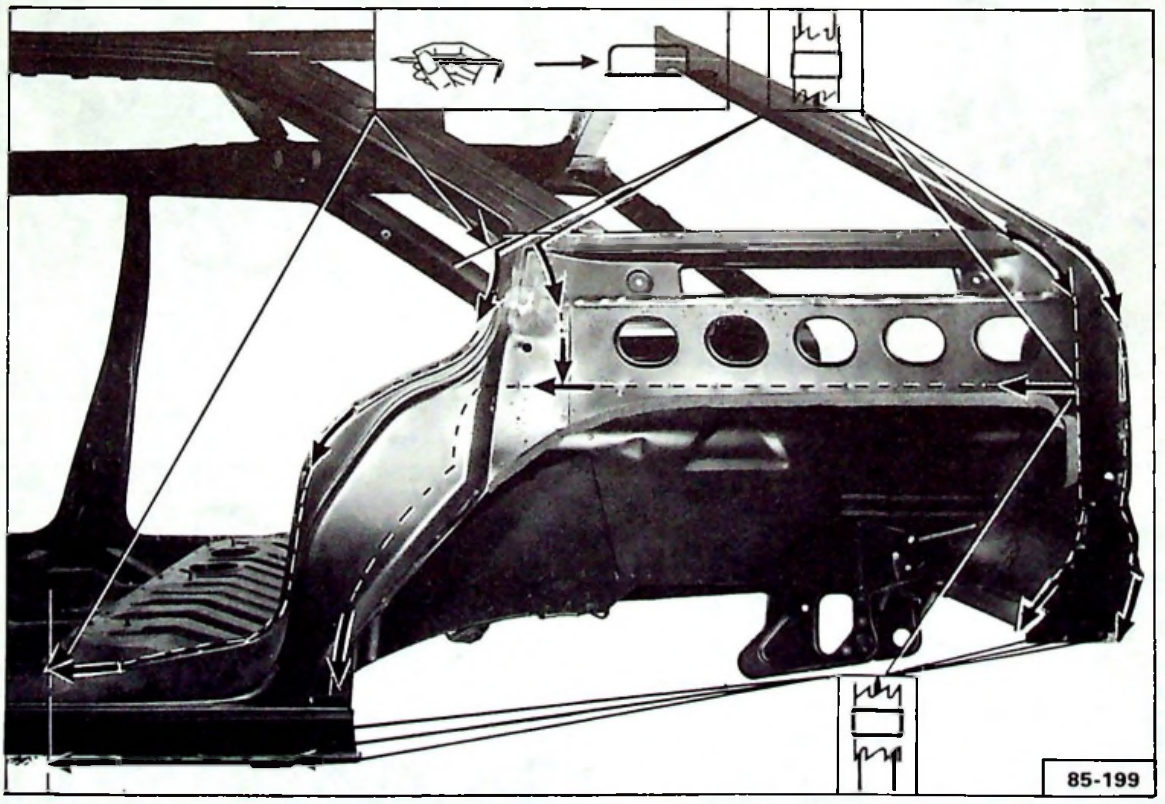
85-69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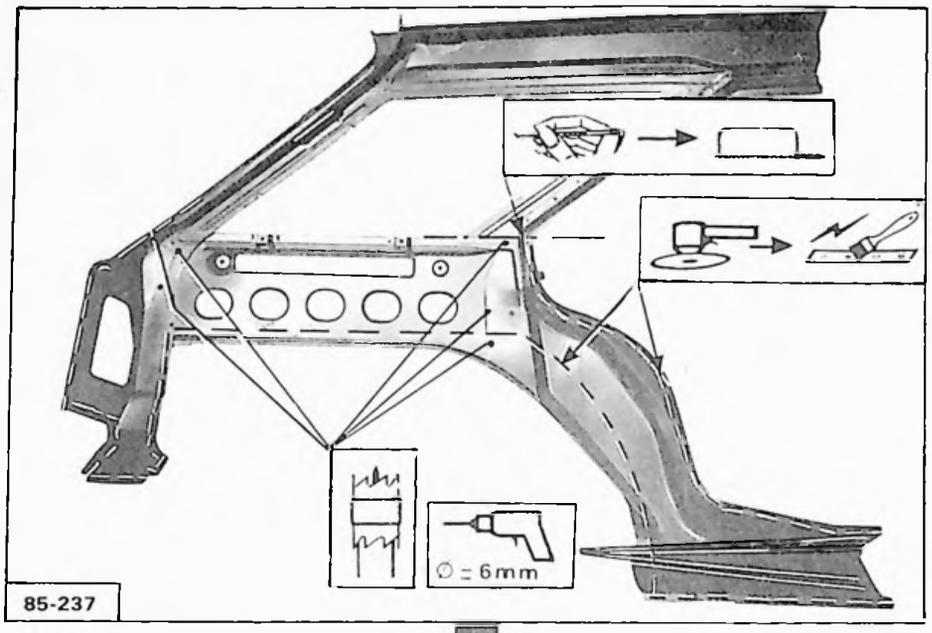
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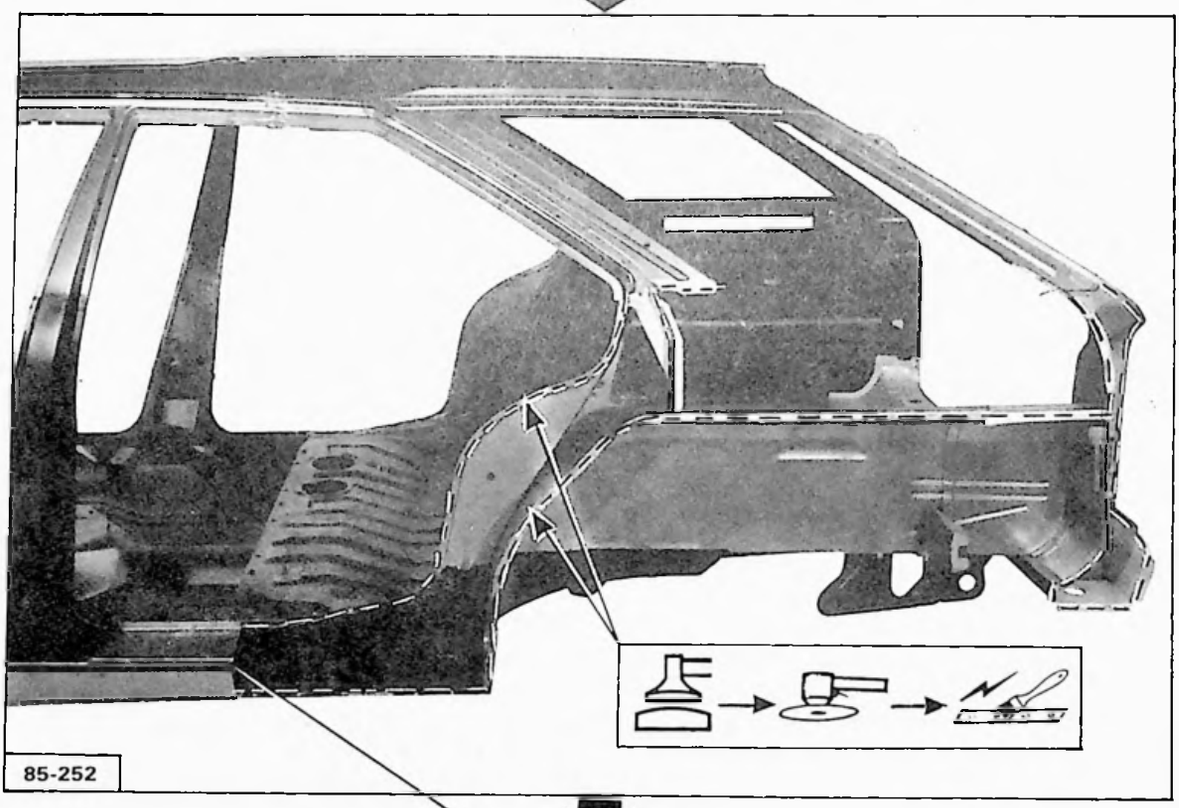
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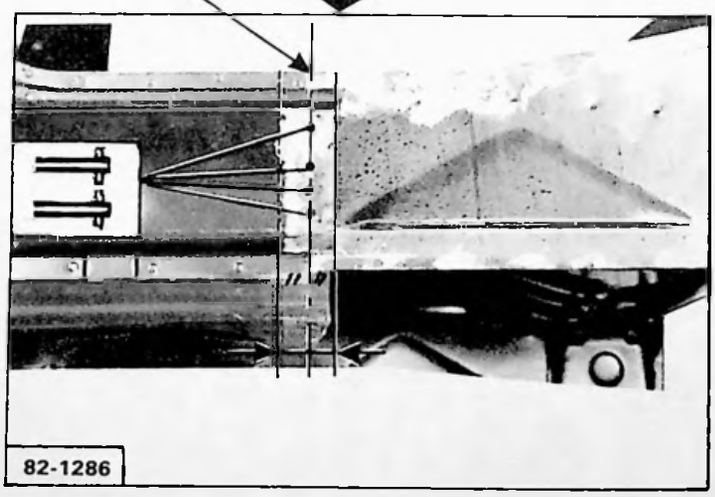
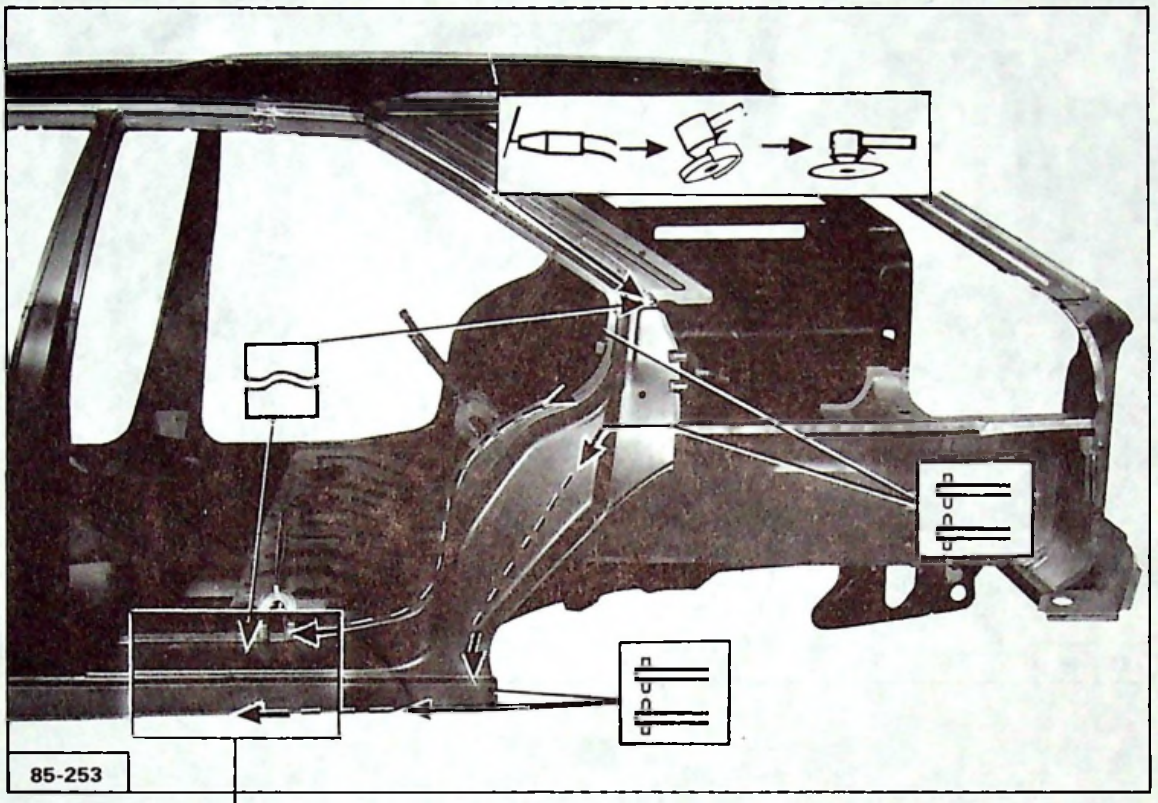

82-1286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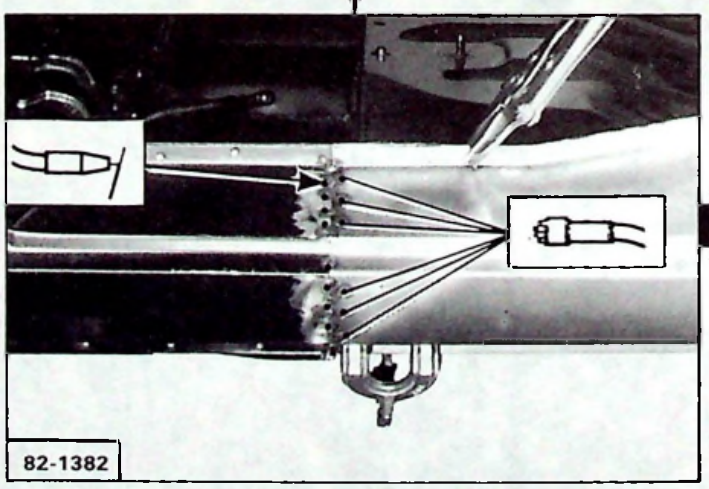
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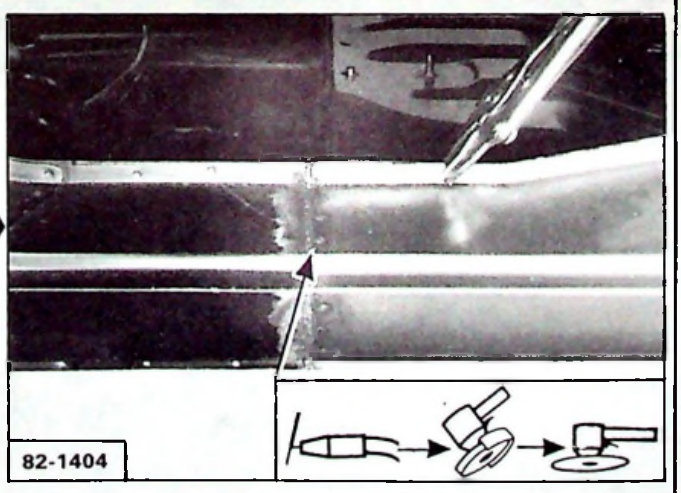
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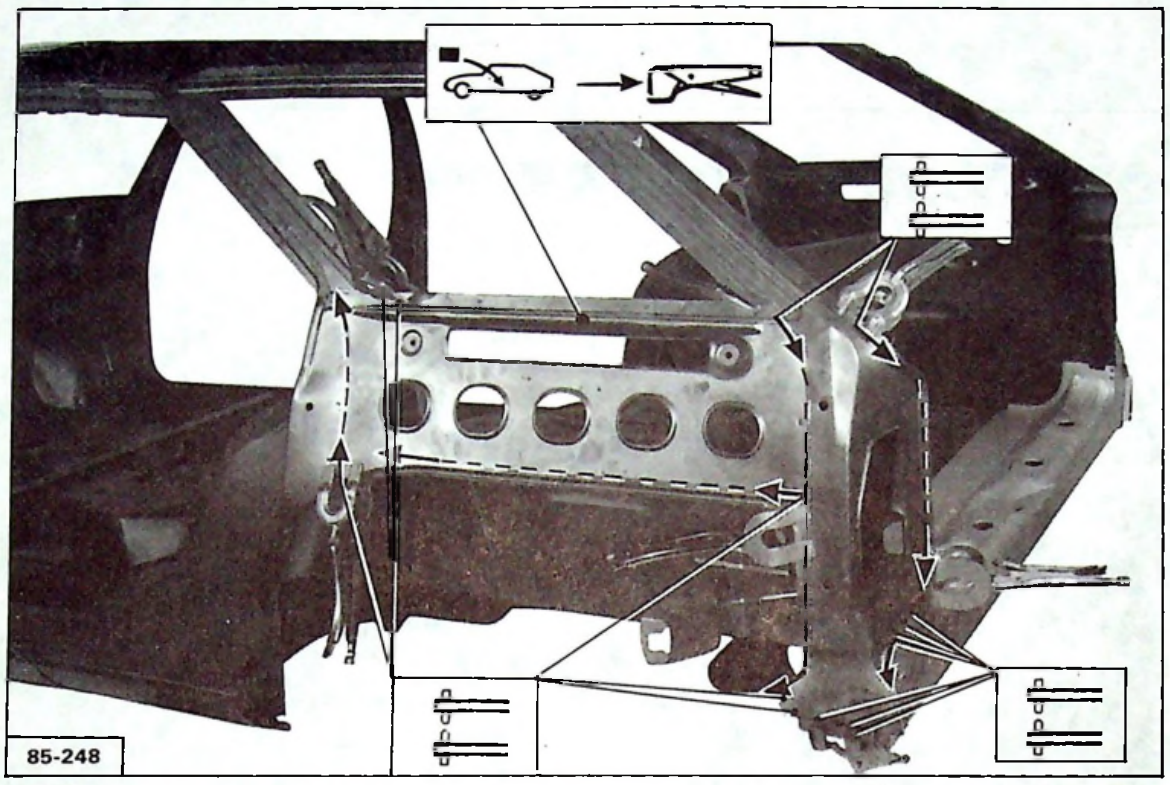
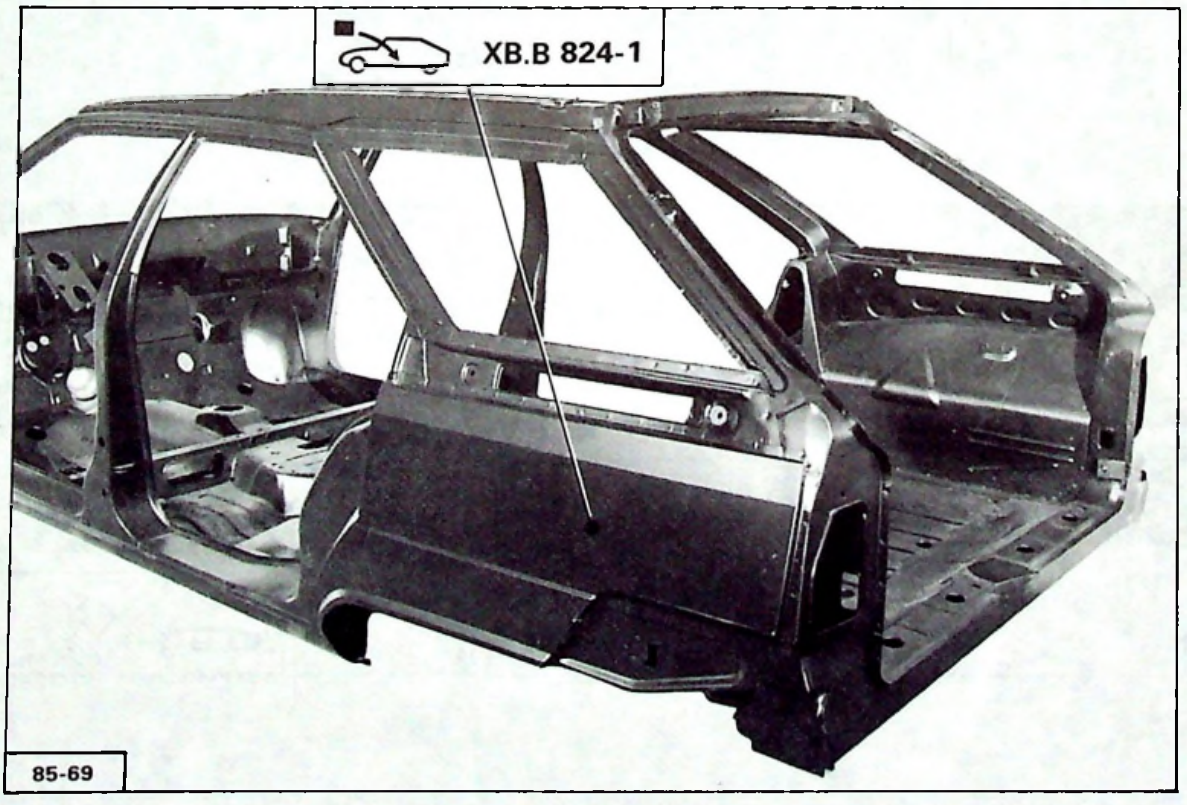

85-248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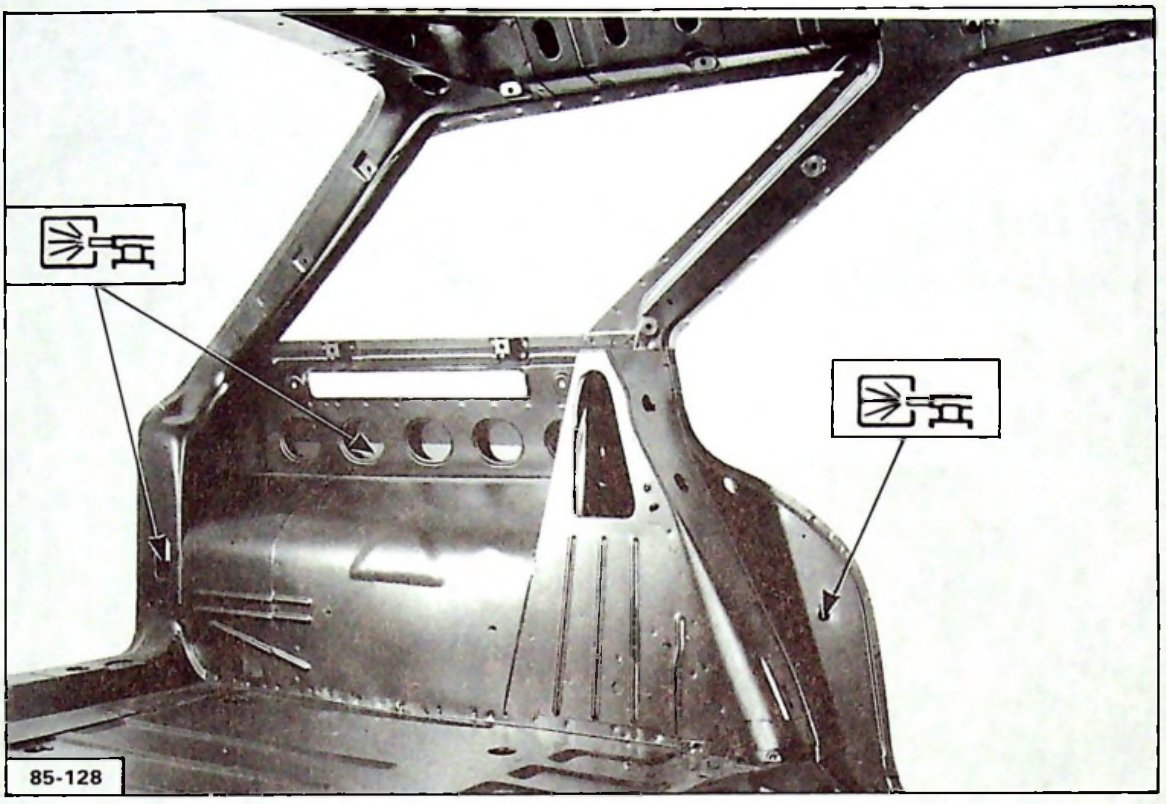
85-69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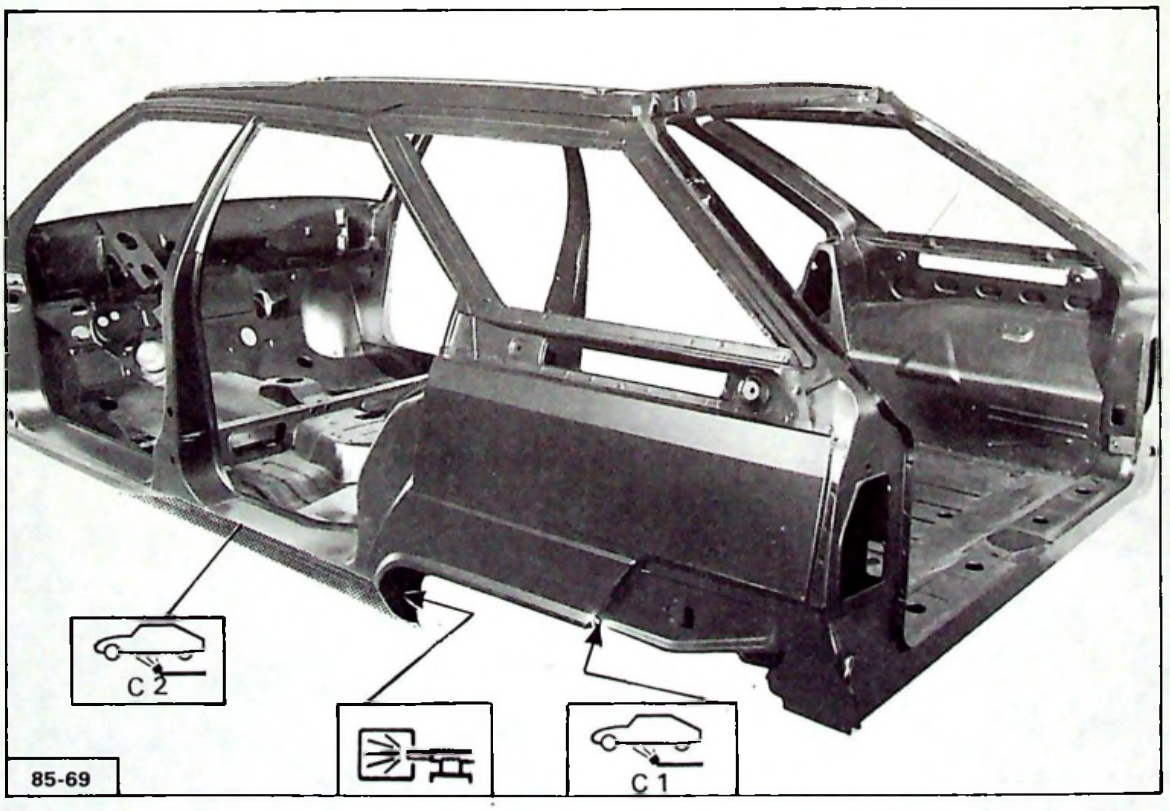
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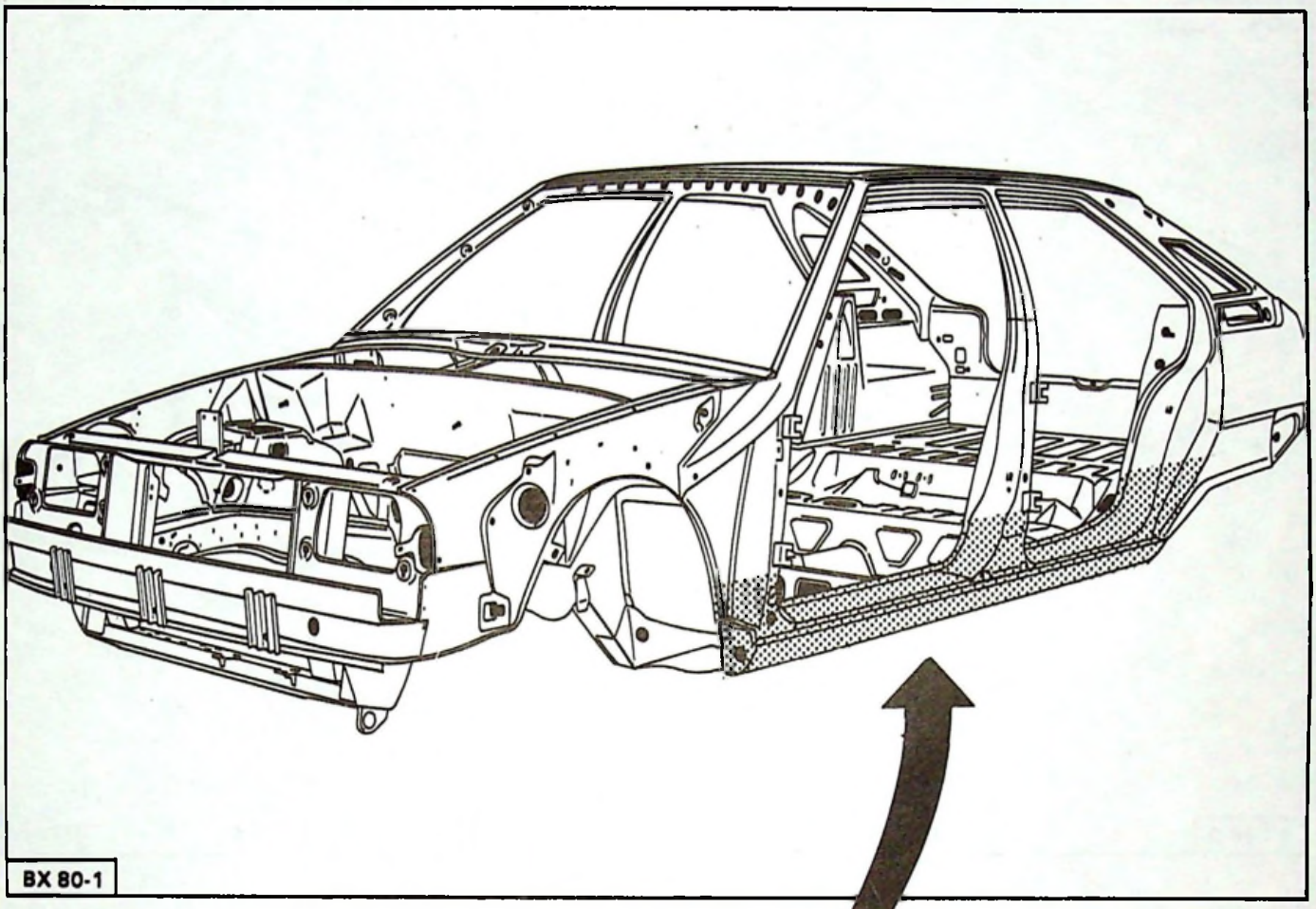
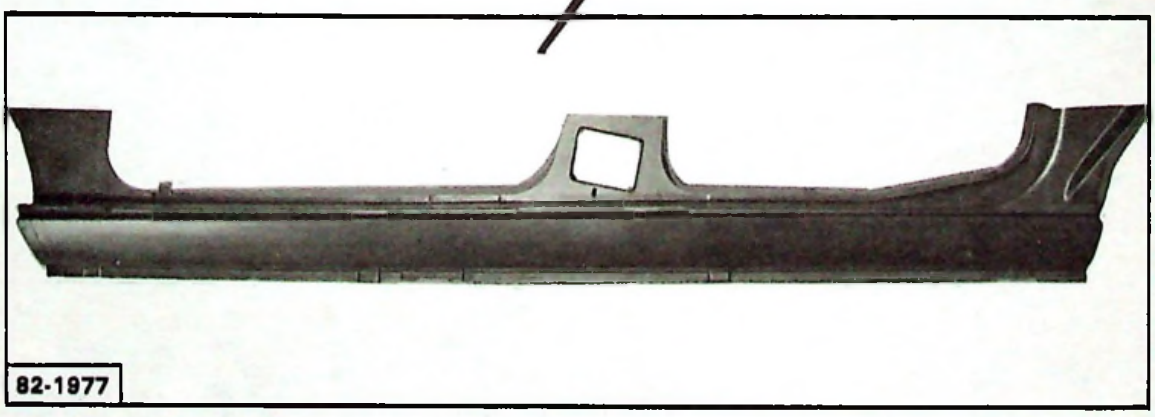
C 1
85-69



BX 80-1



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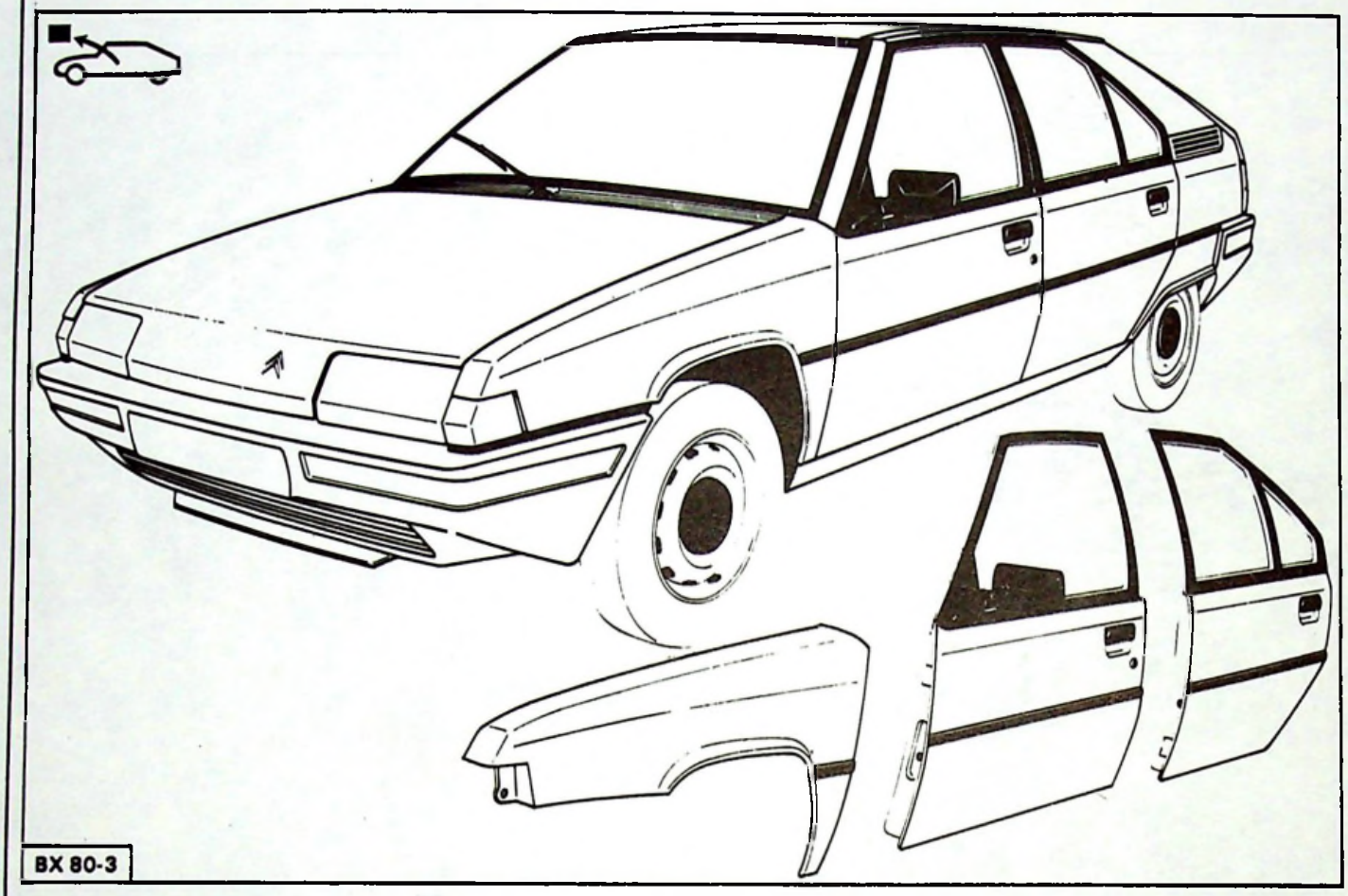
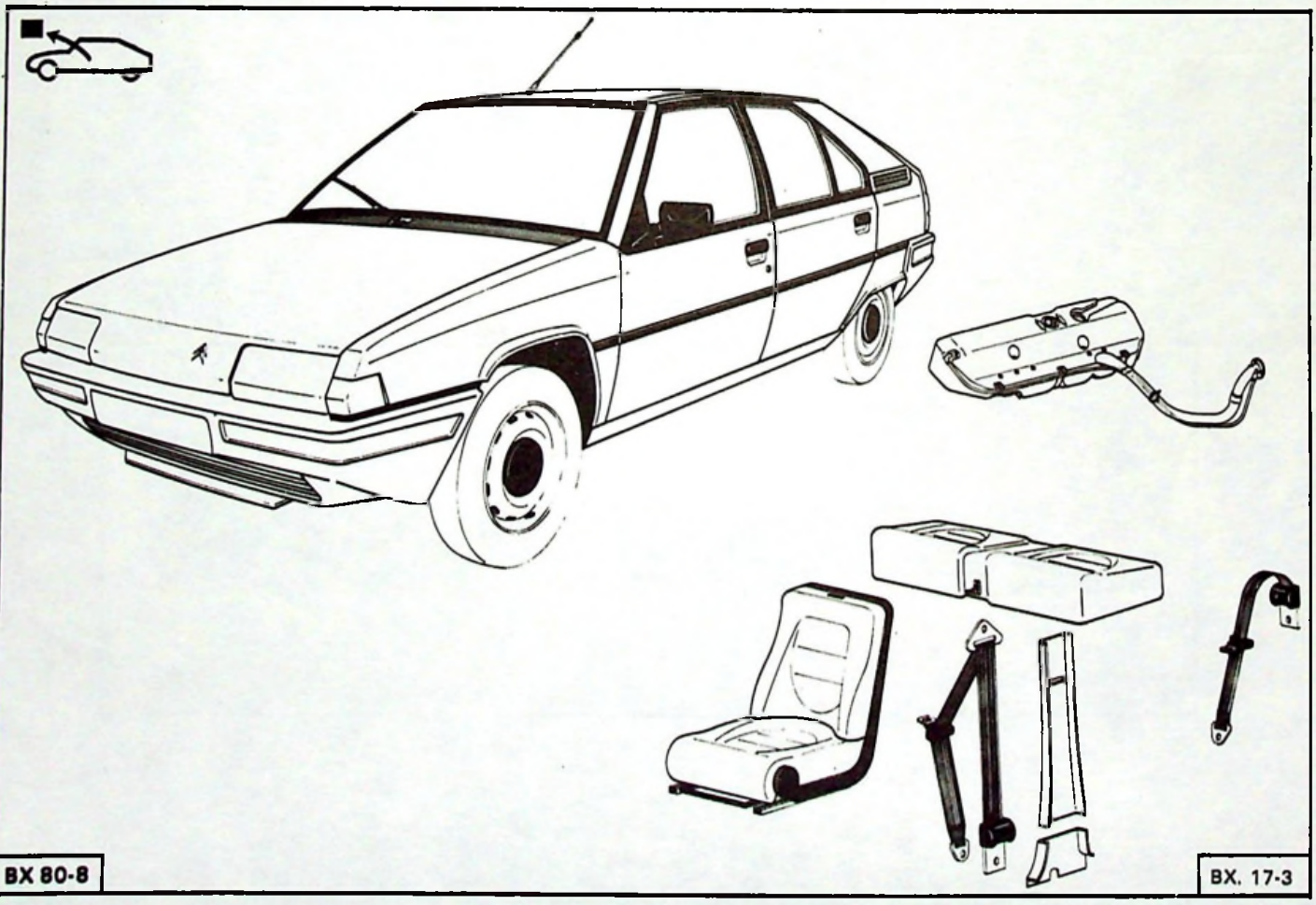
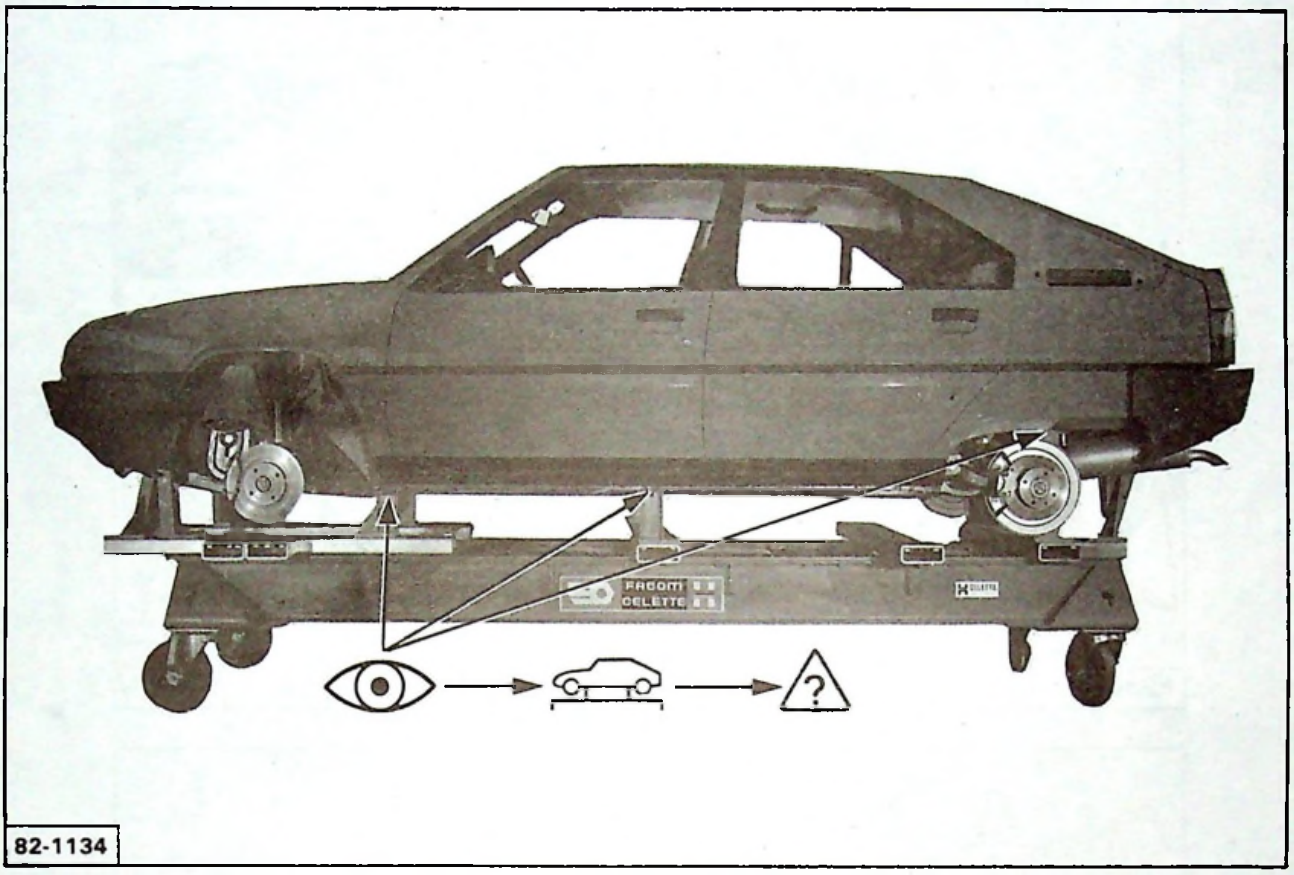


BX 80-3

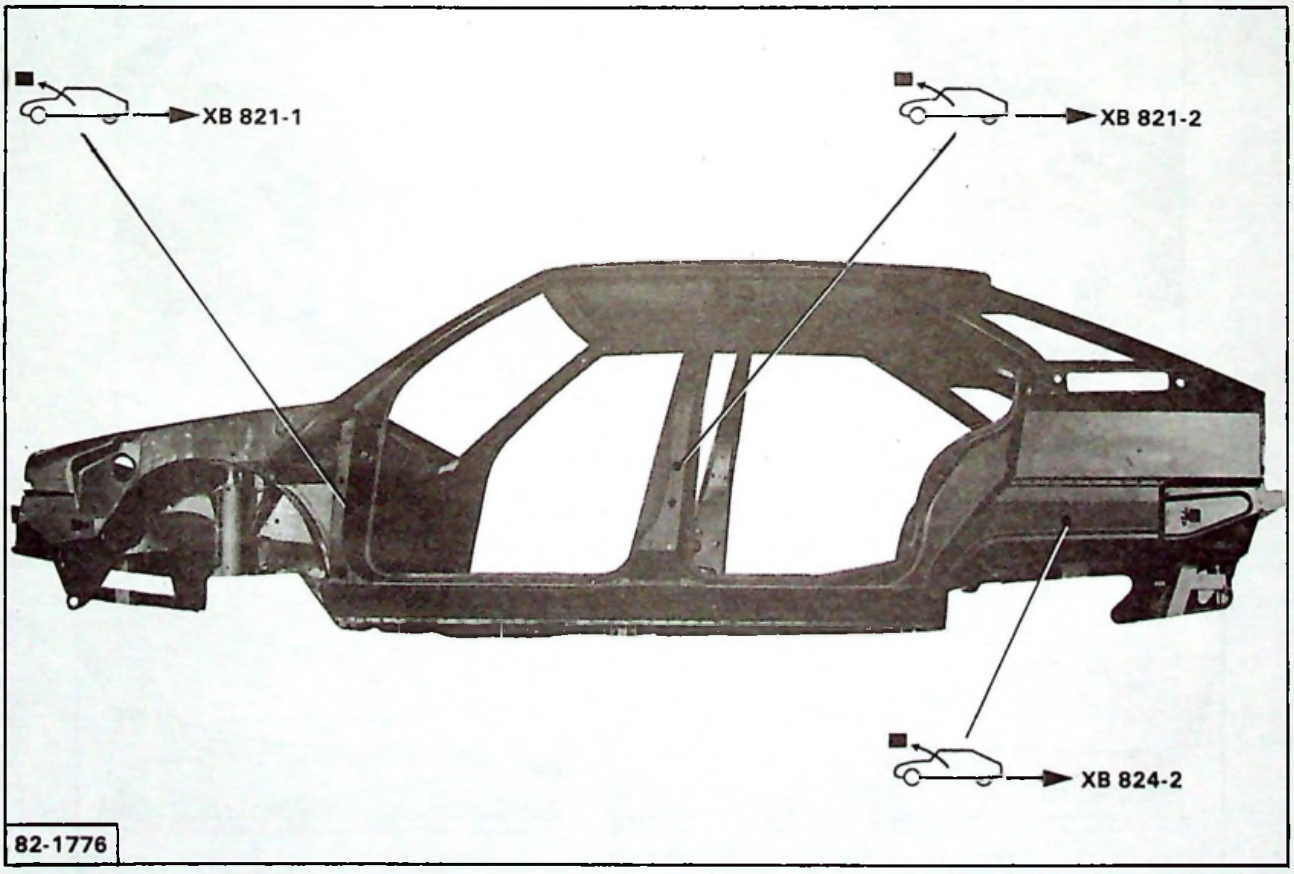


BX 80-8

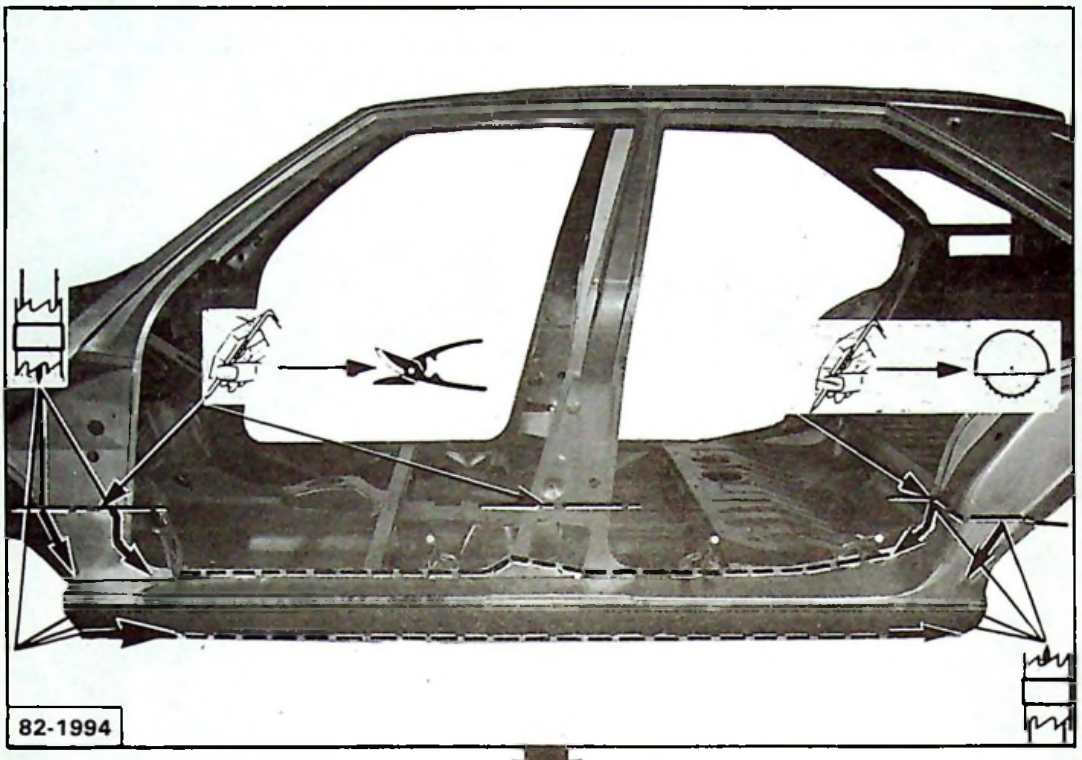
BX. 17-3



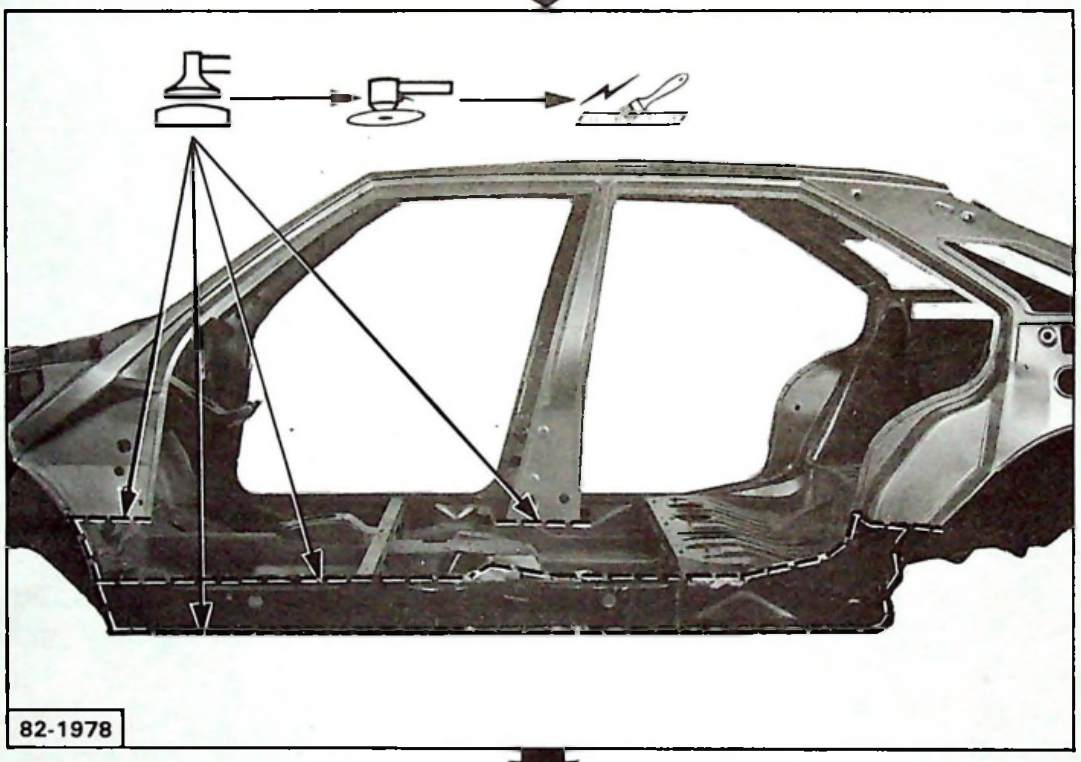
82-1134



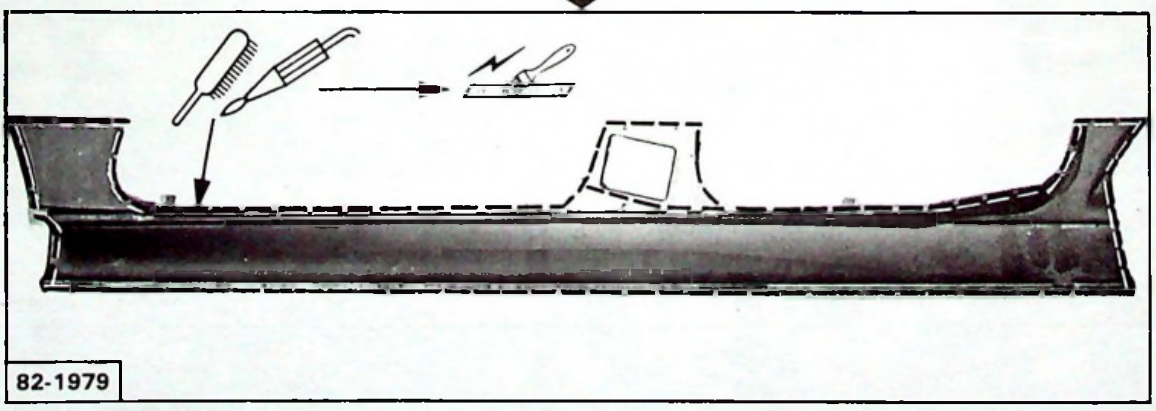
82-1776



82-1994



82-1978



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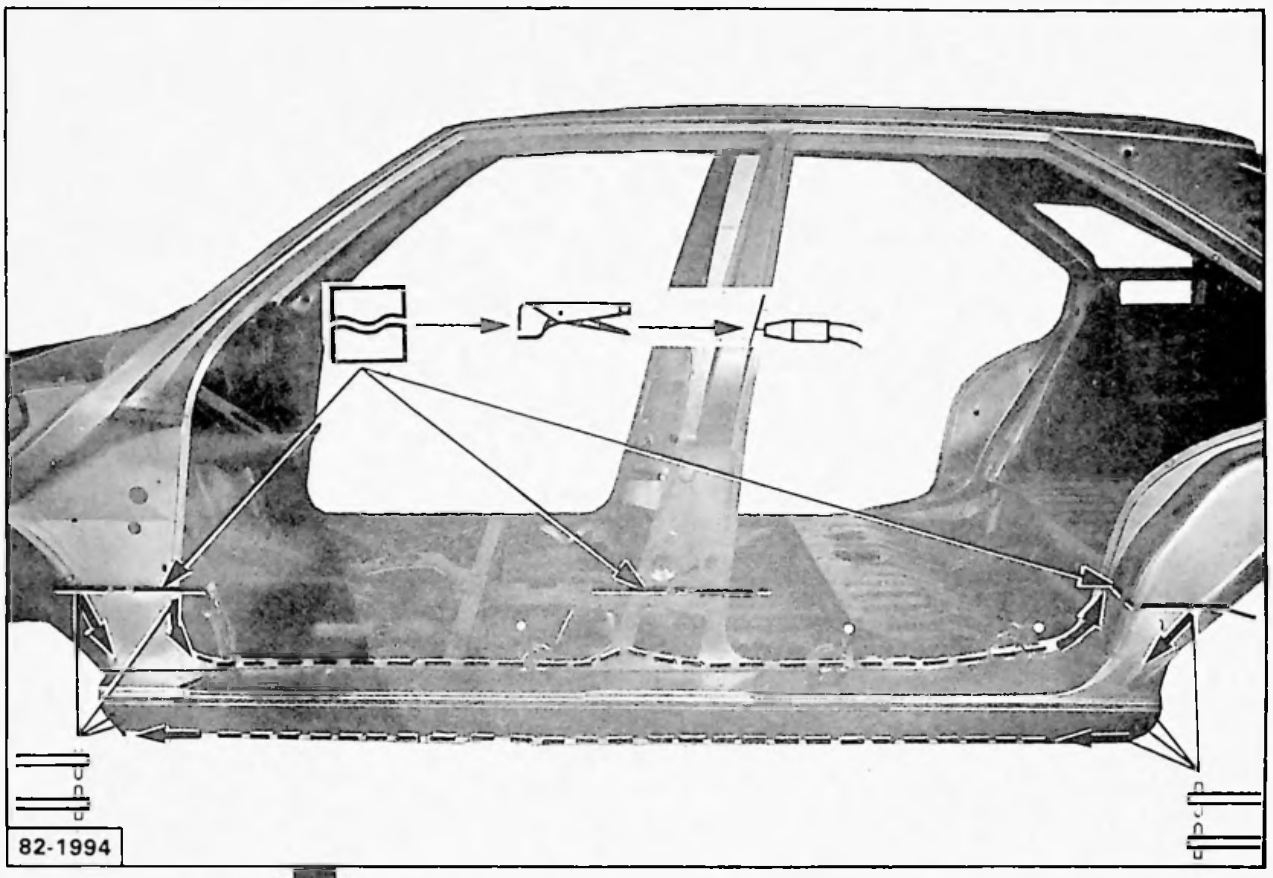
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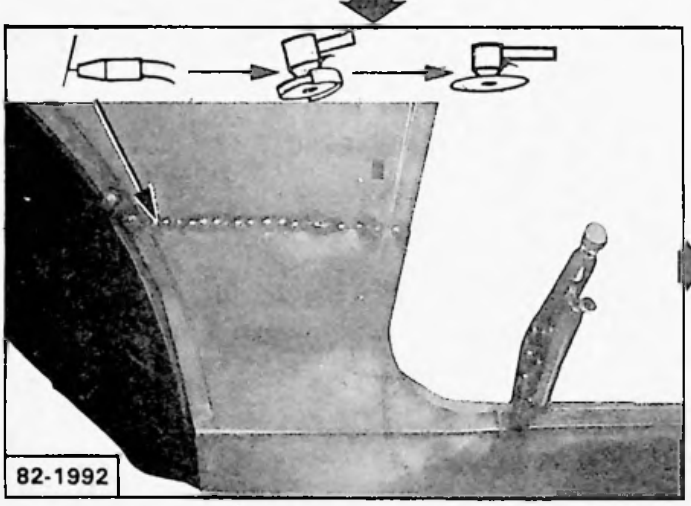
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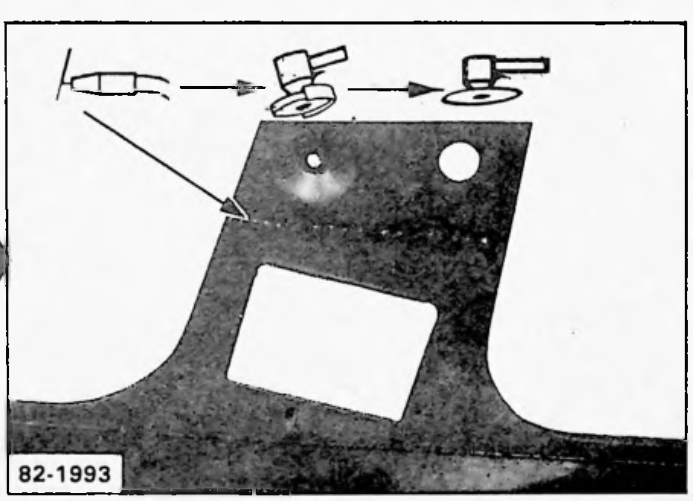
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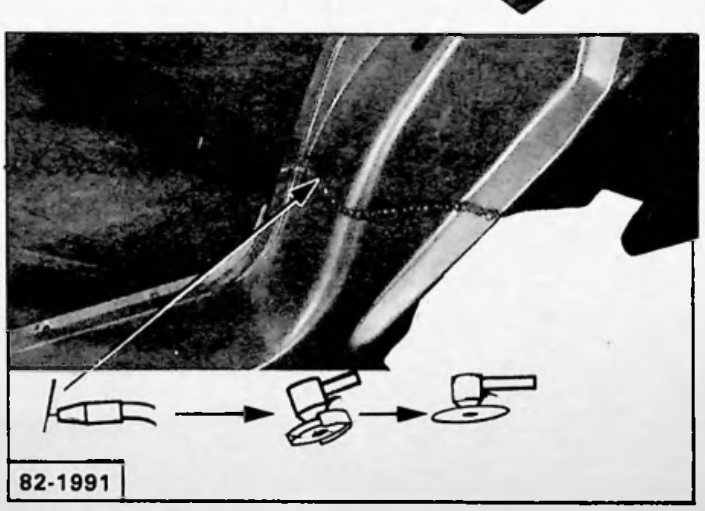
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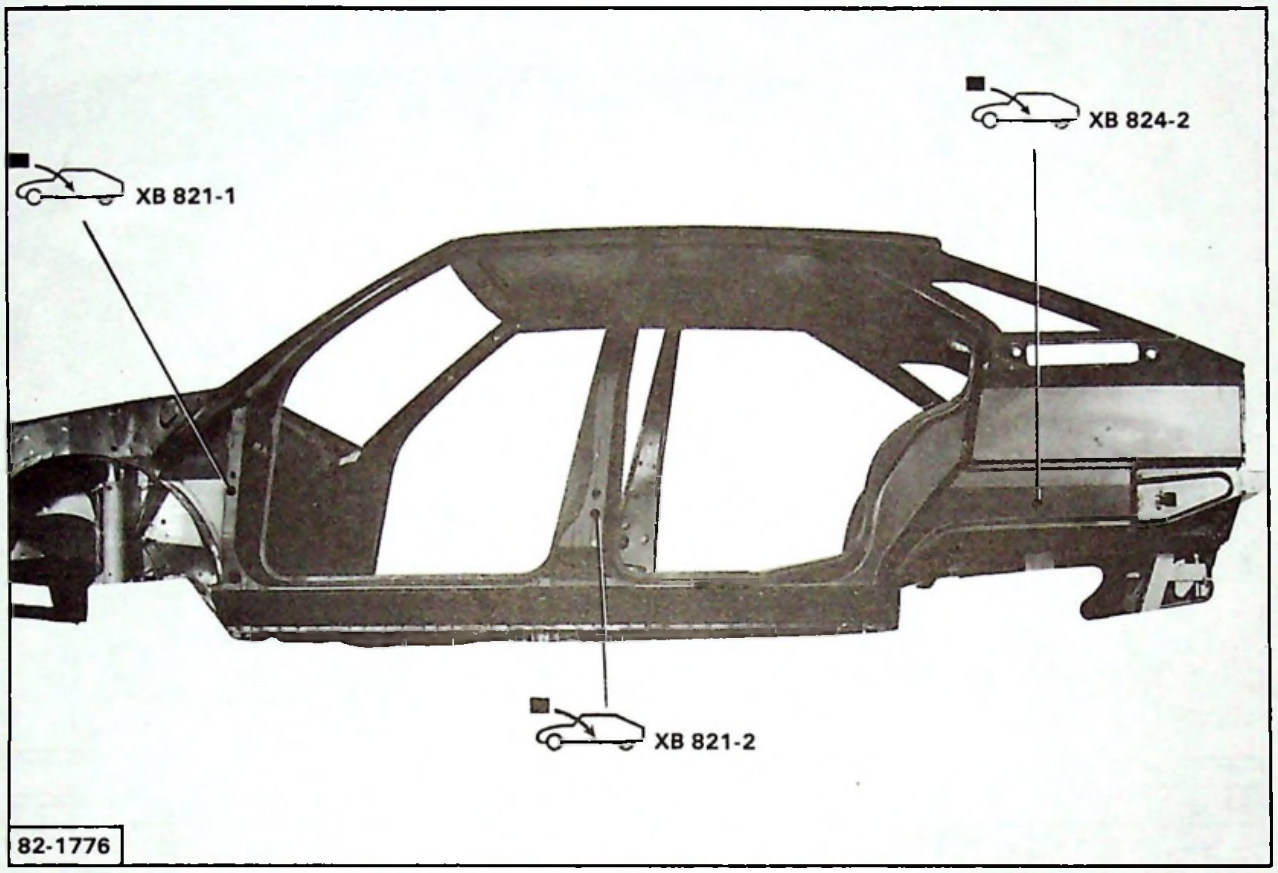

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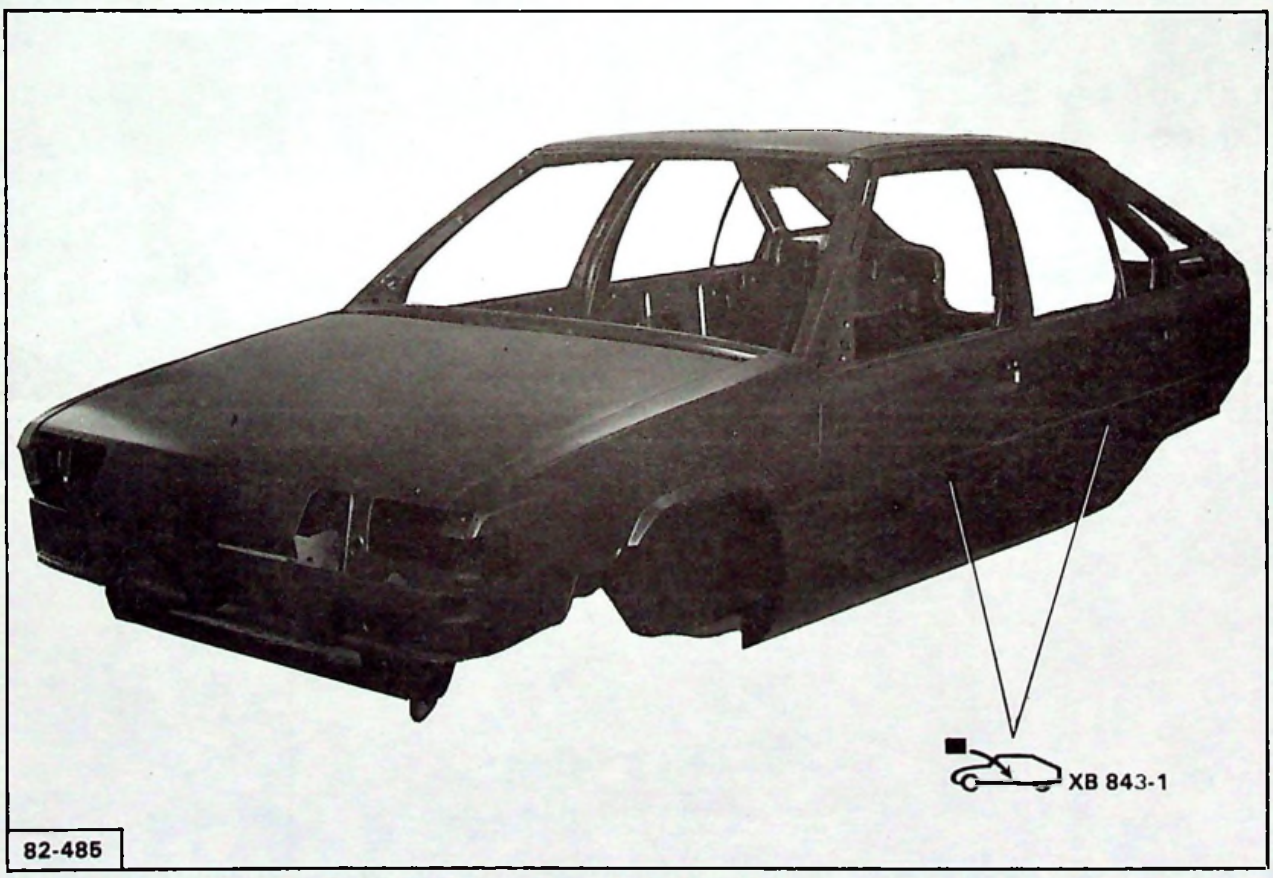
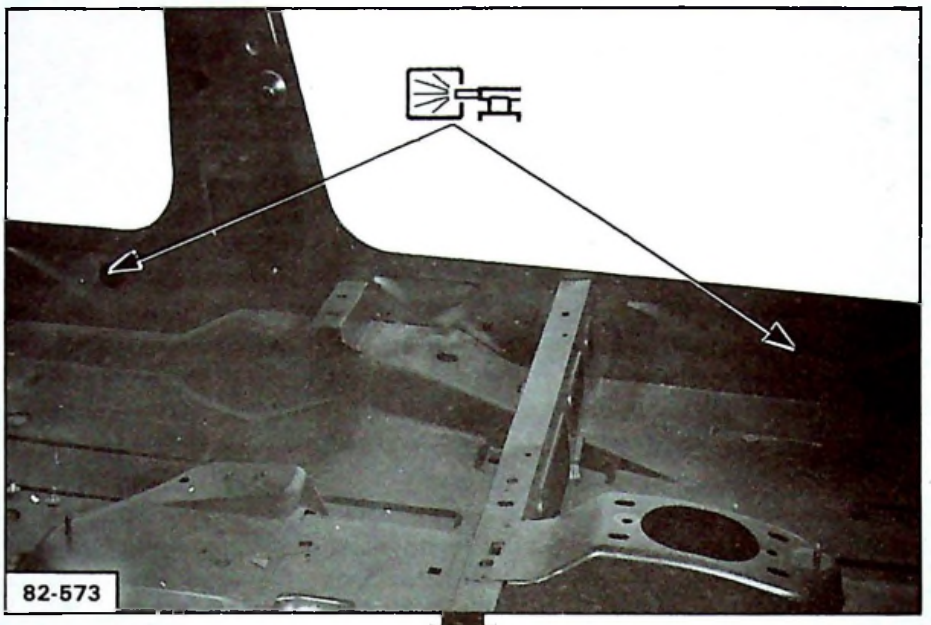
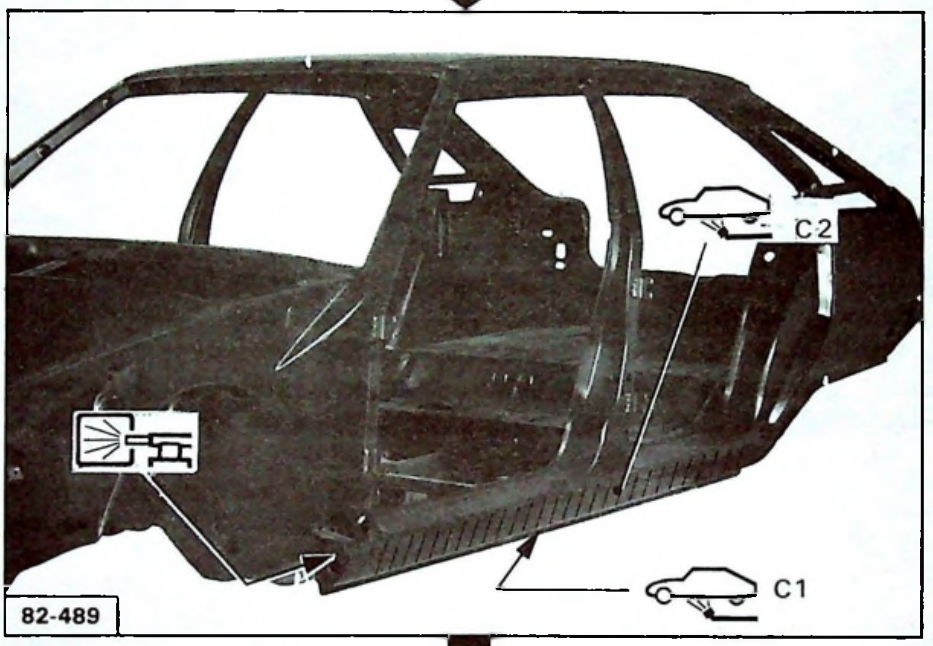
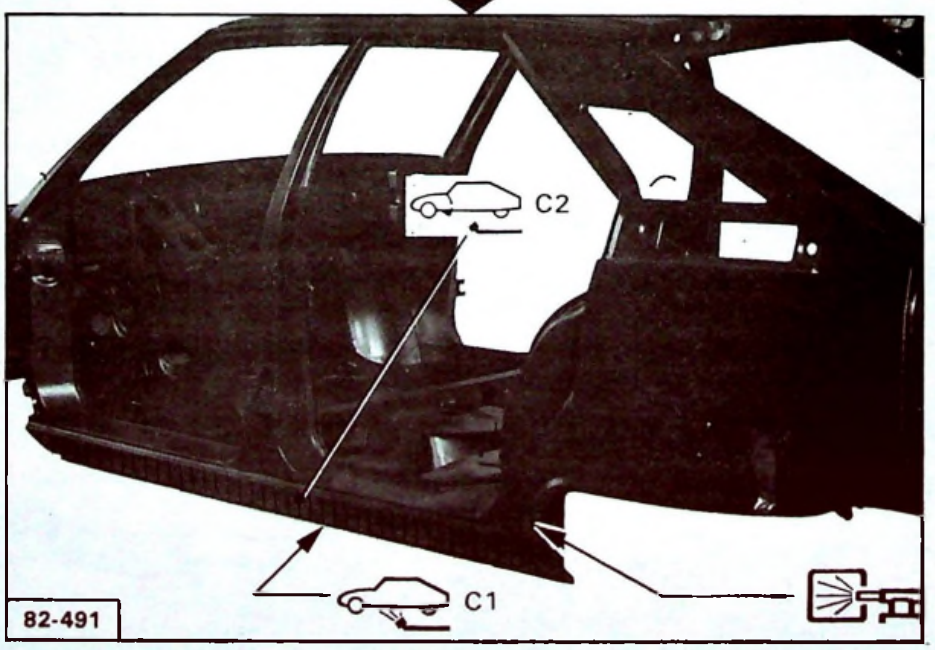


82-485


82-573


C2
C1
82-489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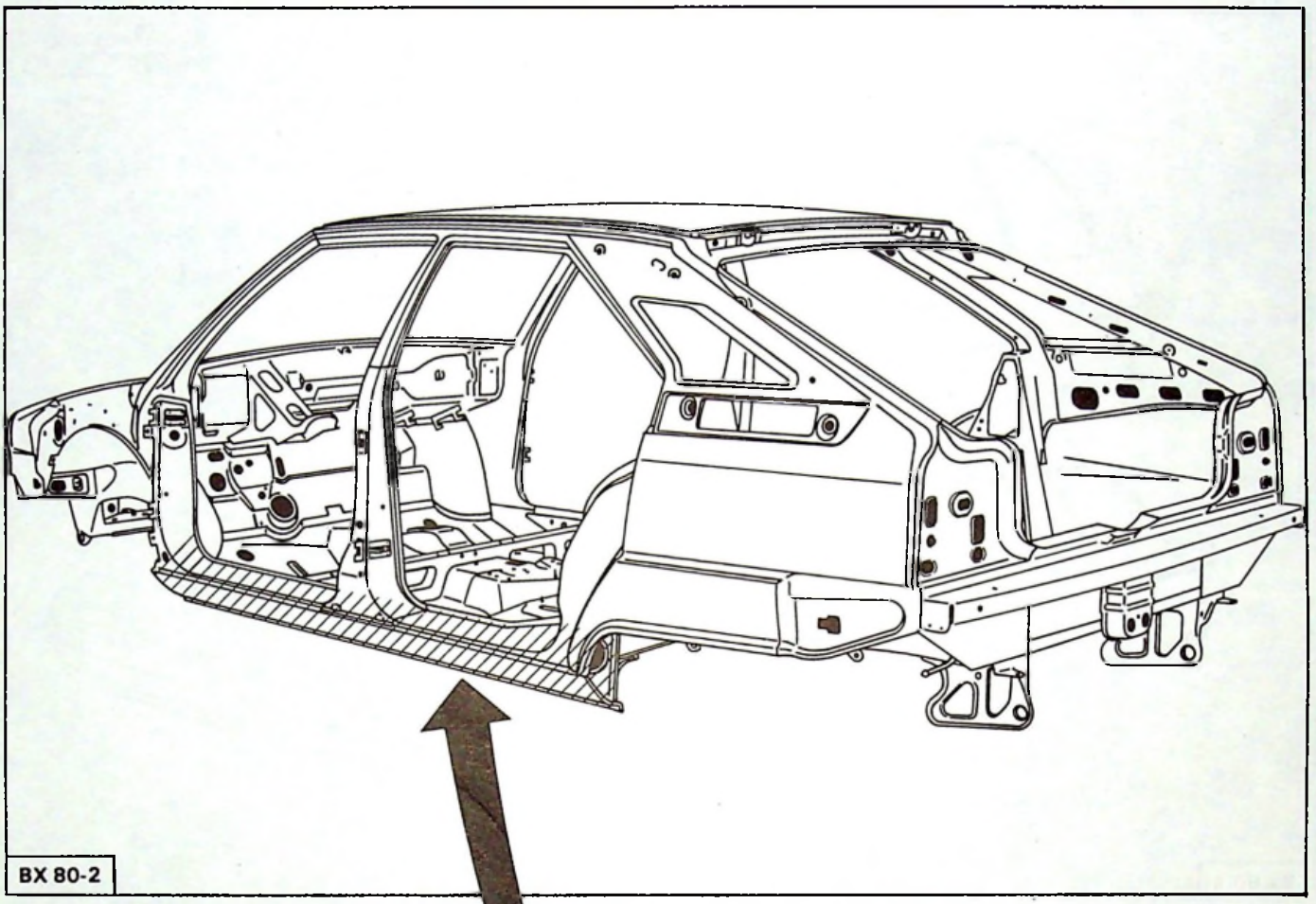
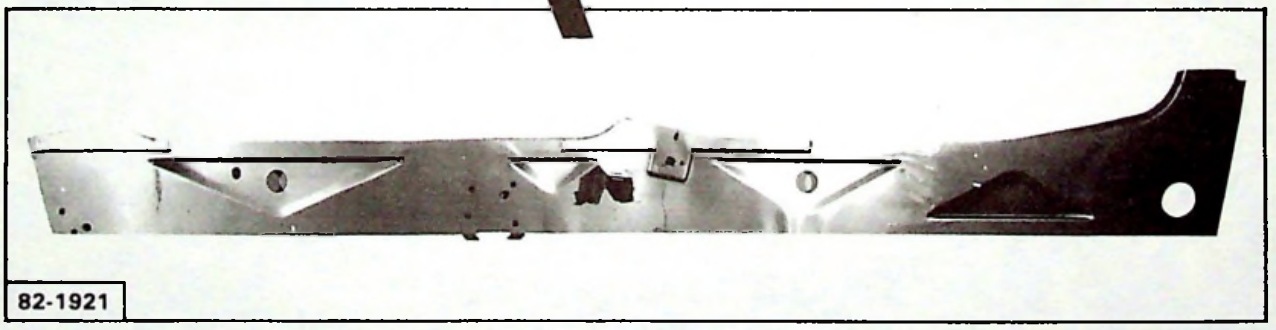
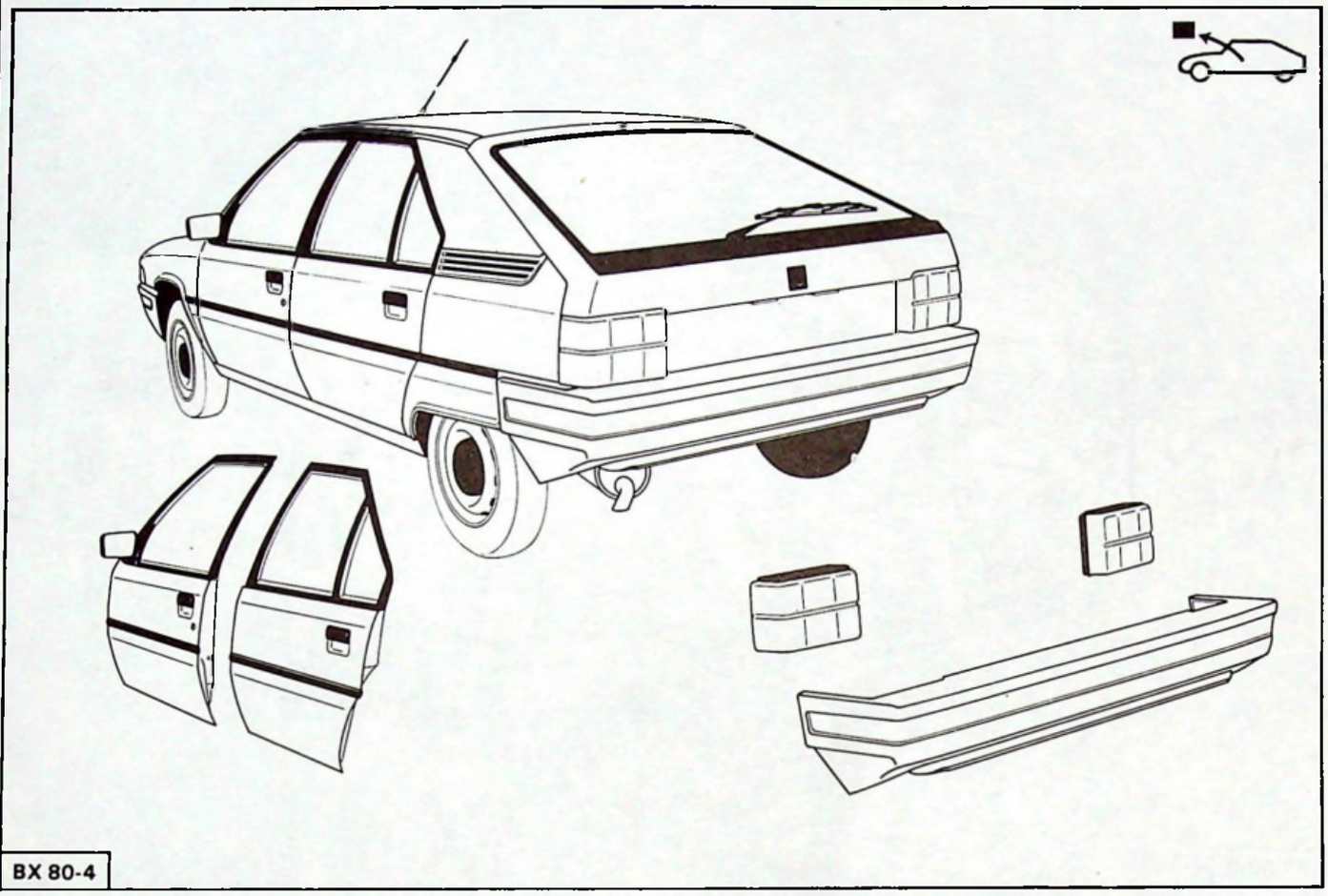


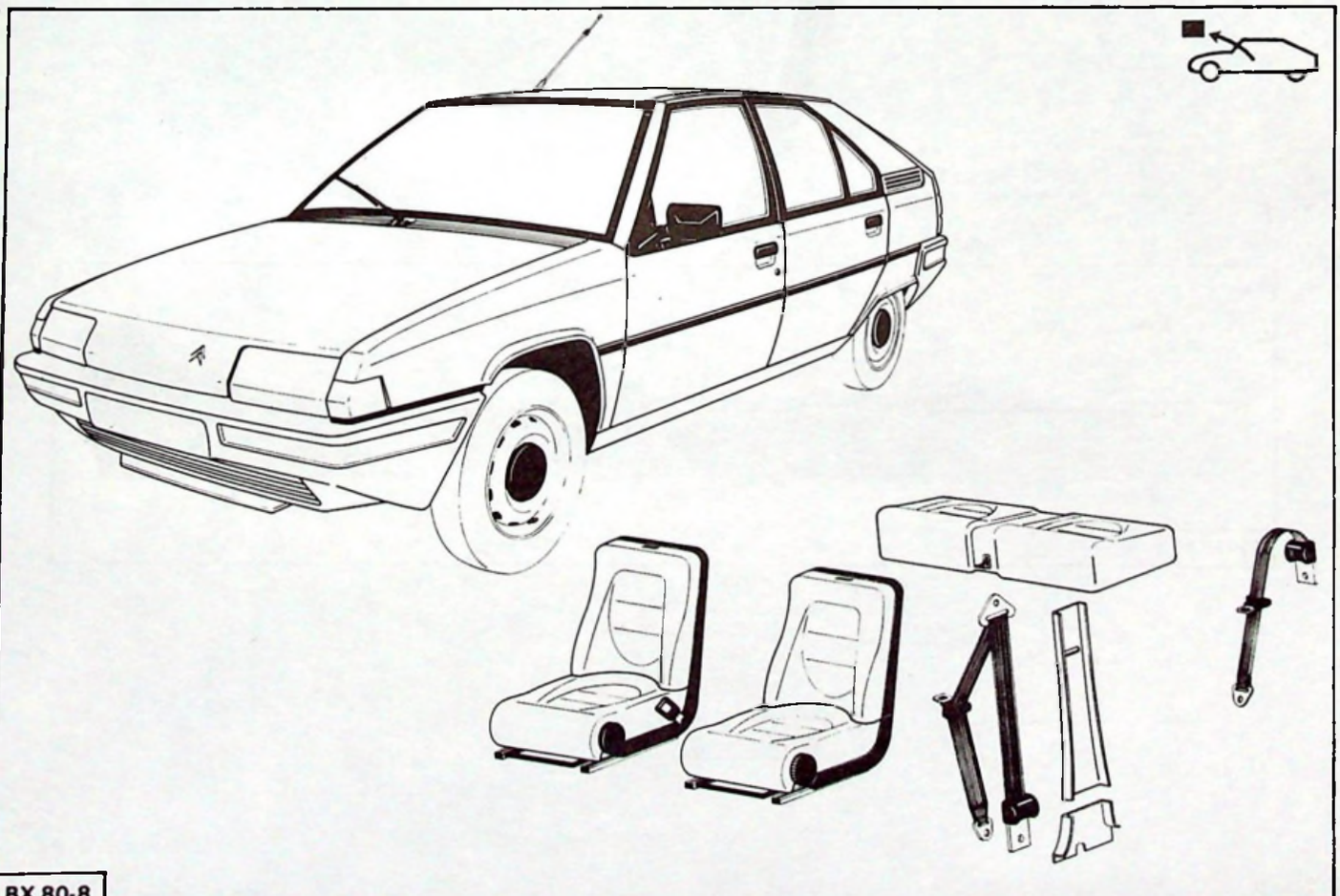
BX 80-2



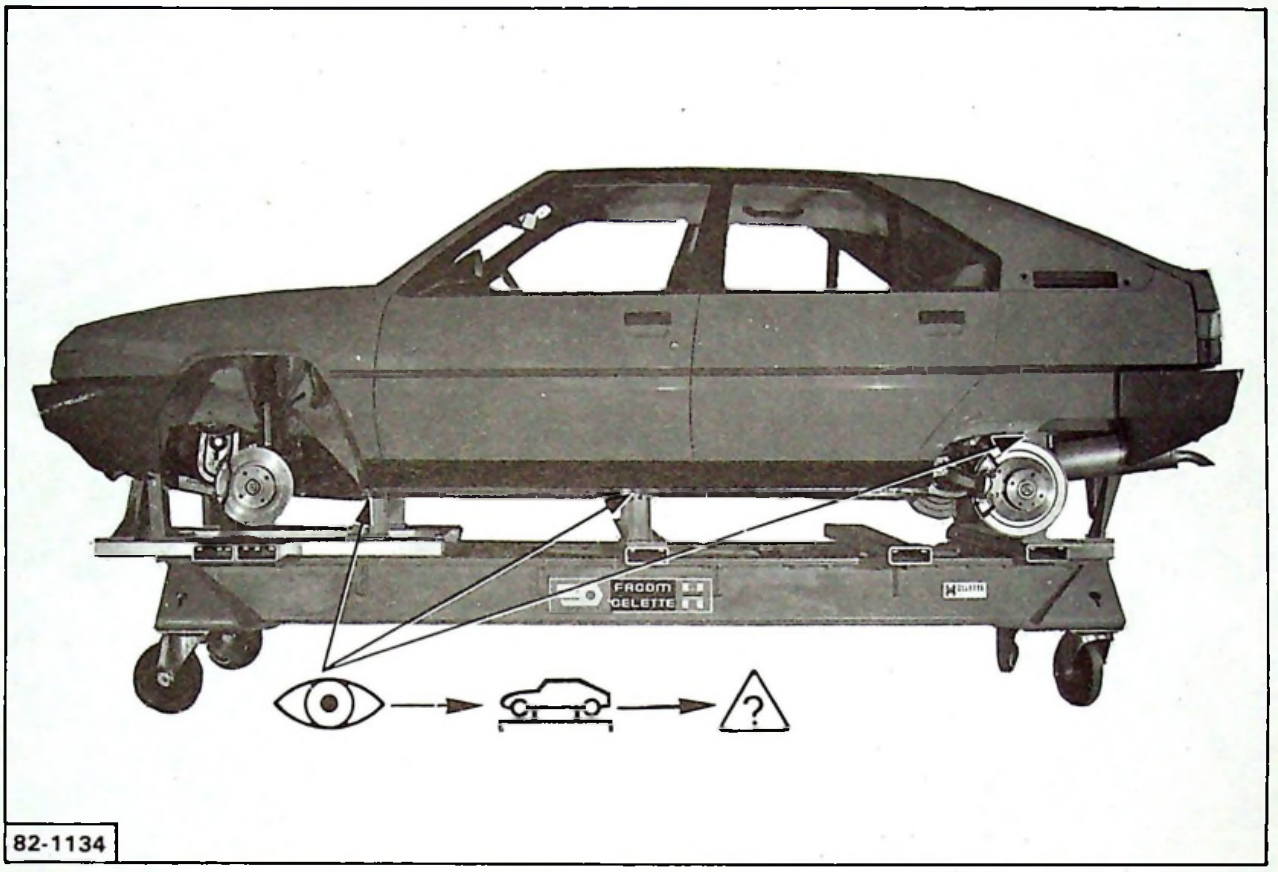
82-1921



BX 80-4



BX 80-8



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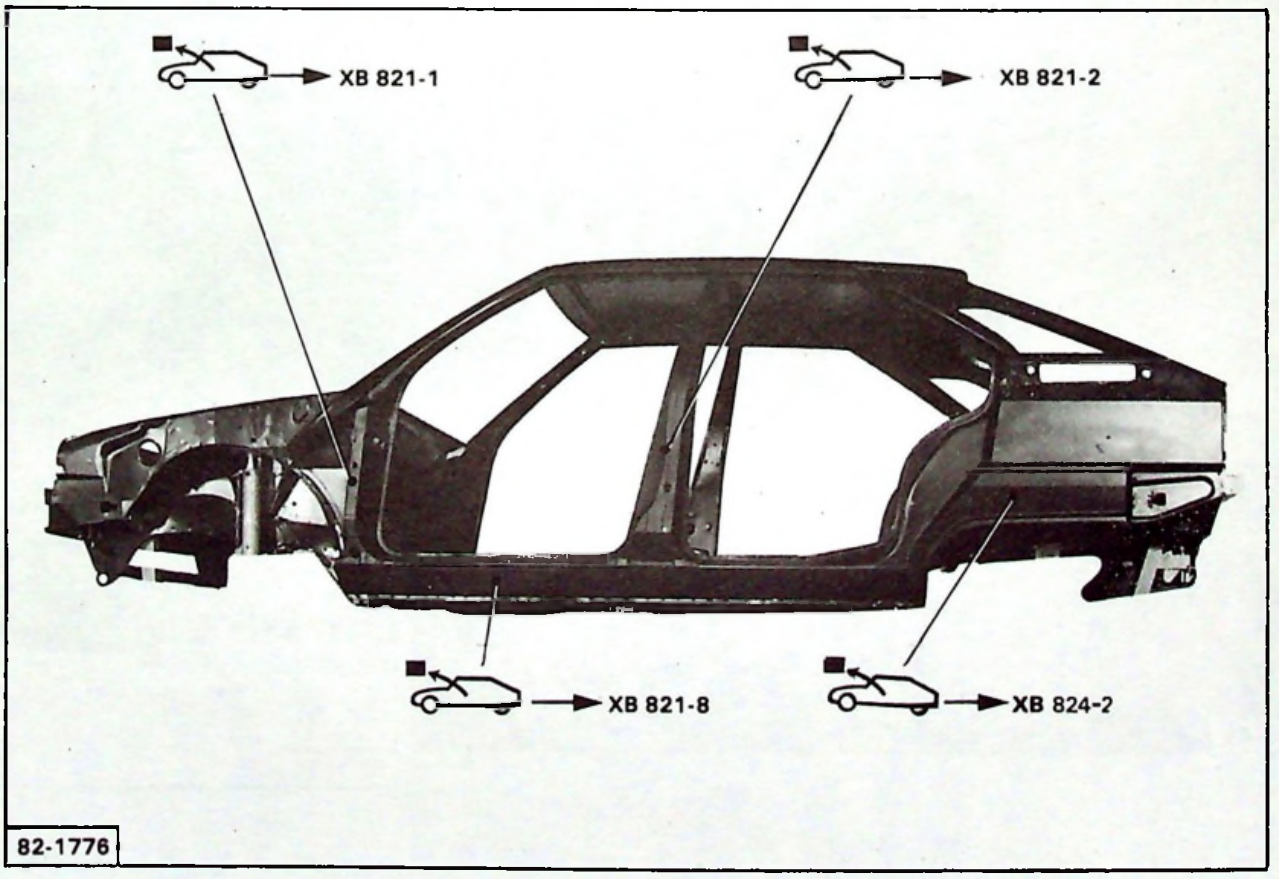
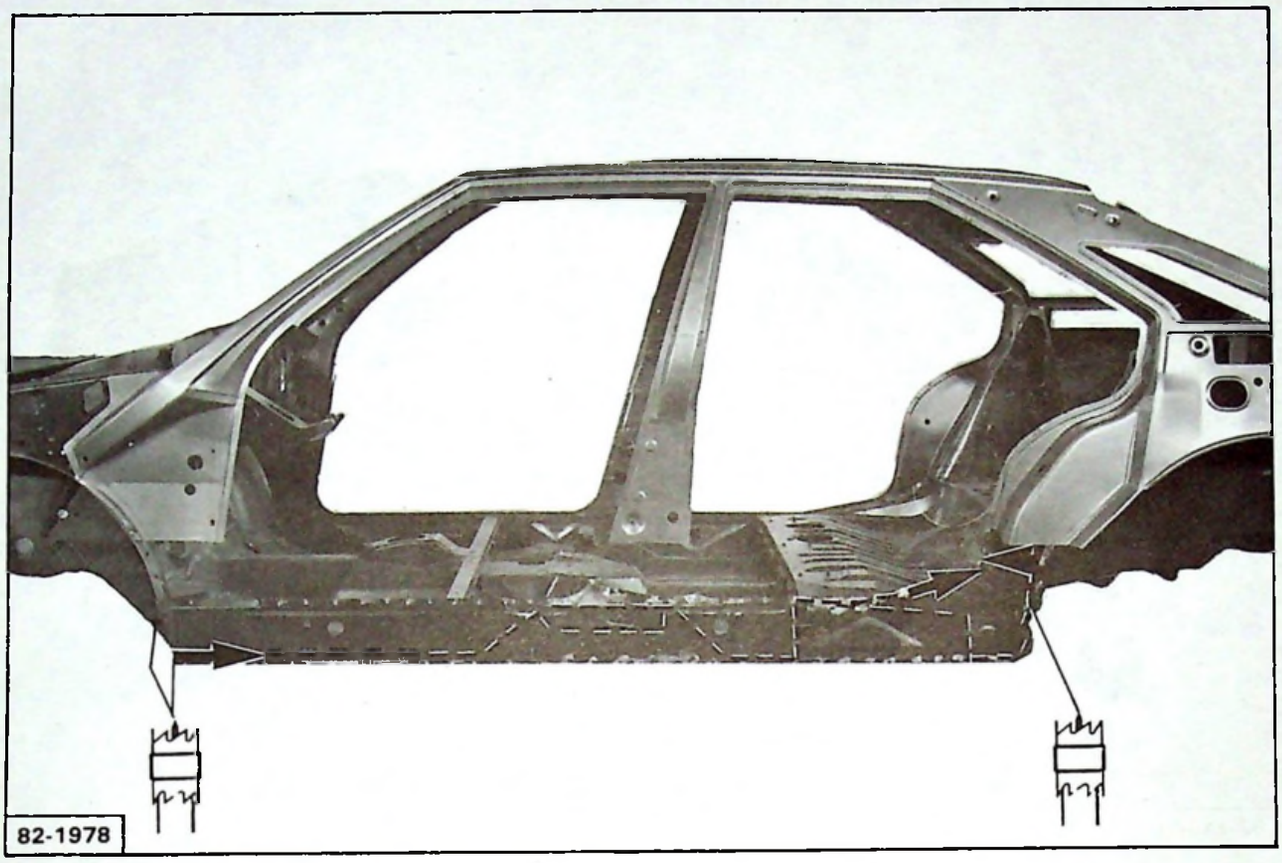


82-1776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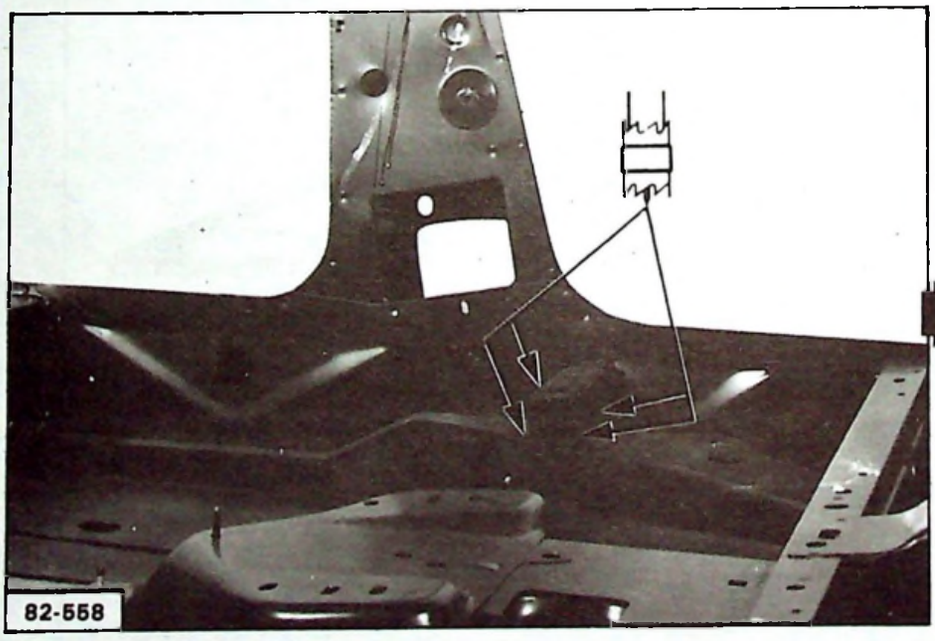
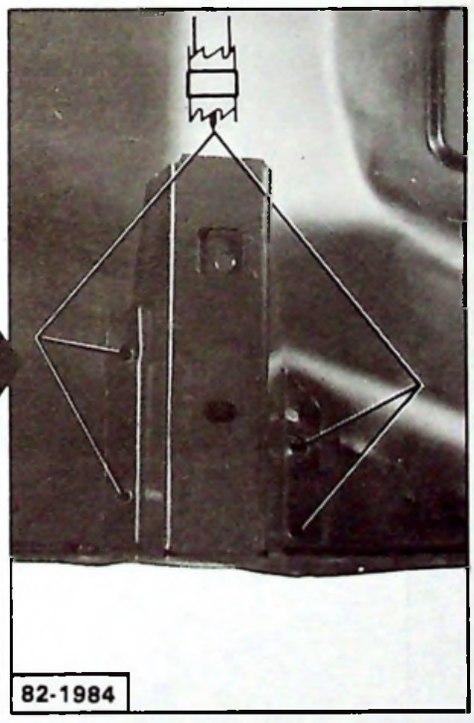
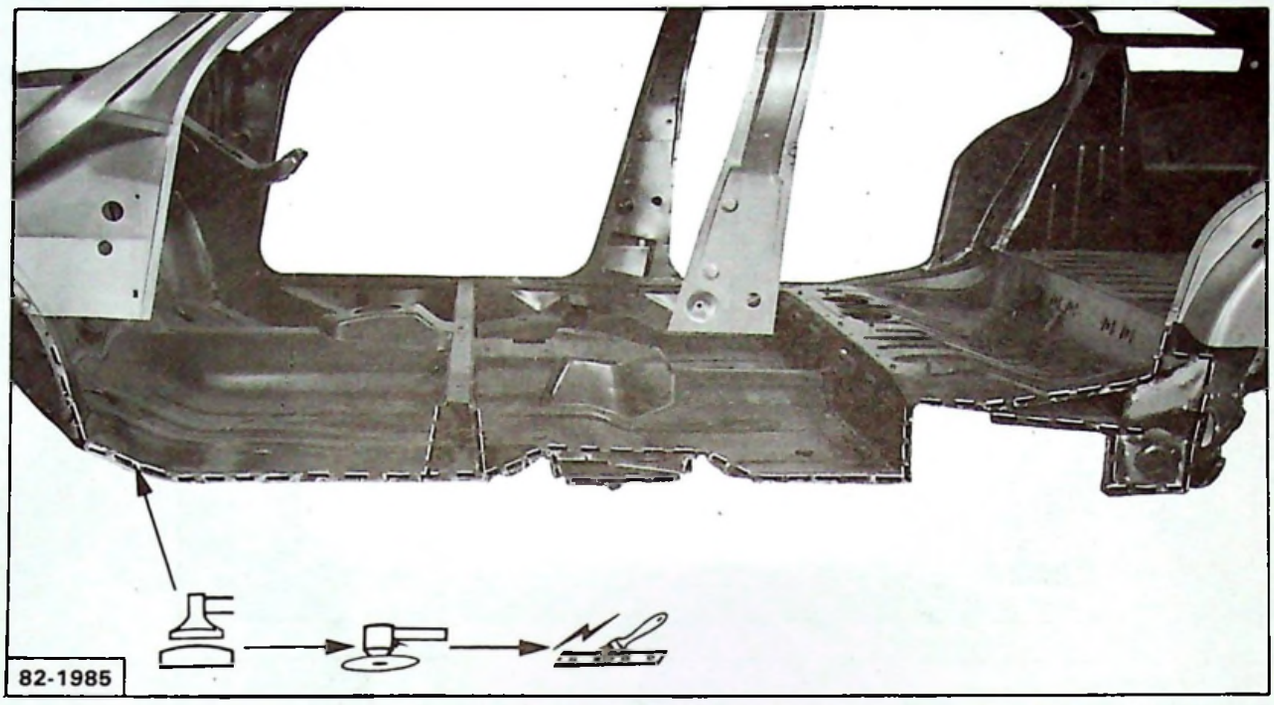

82-558


82-1984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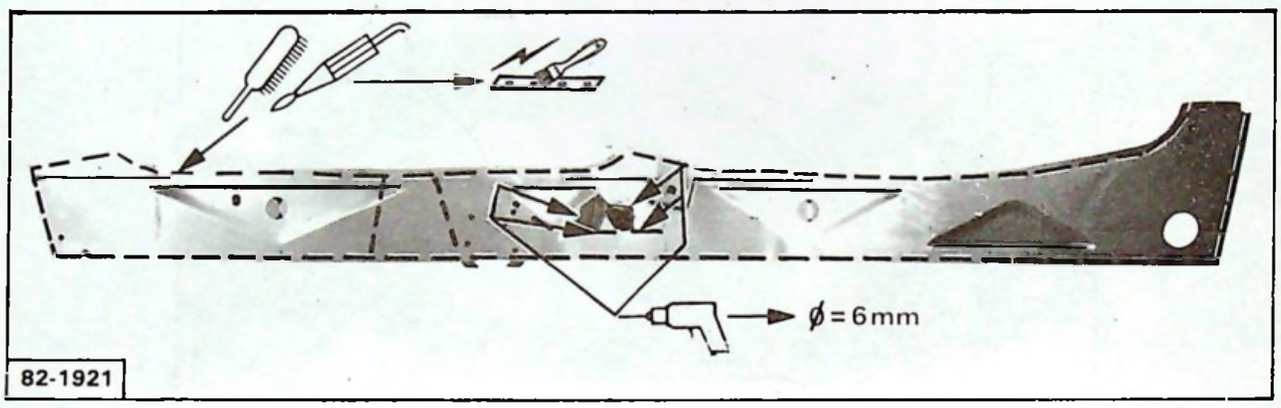
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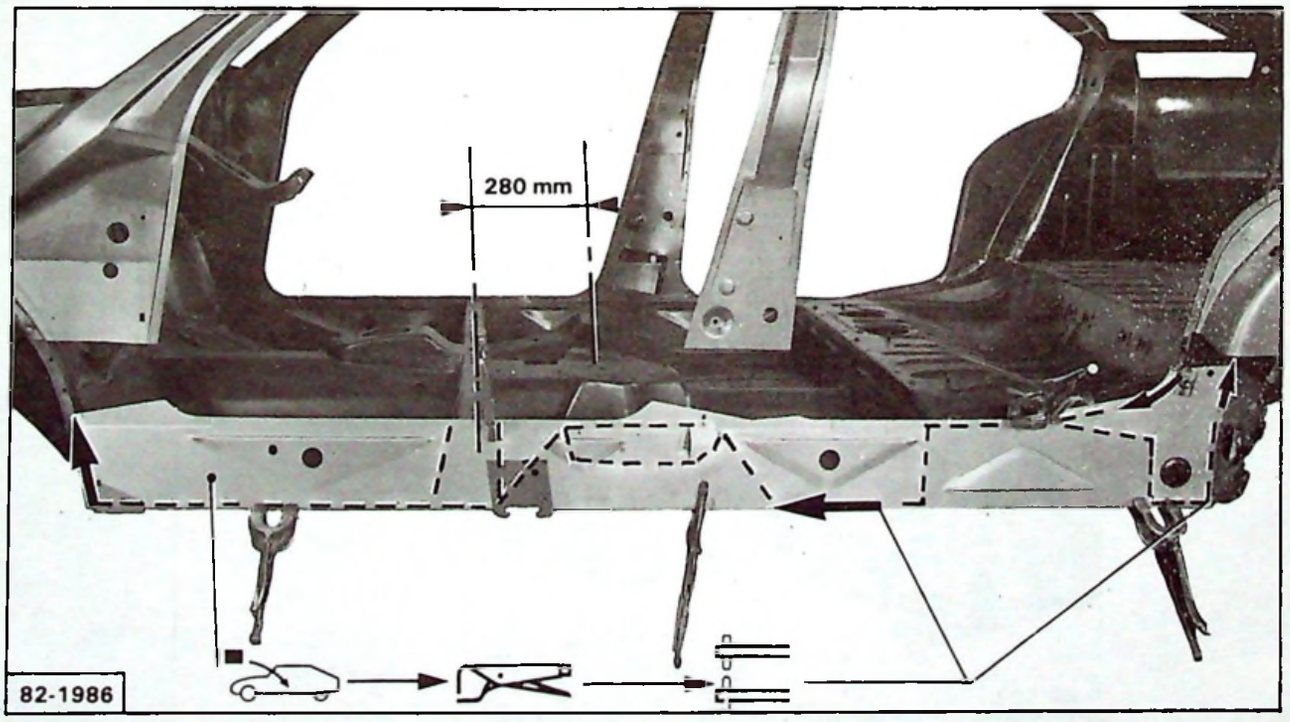
82-1921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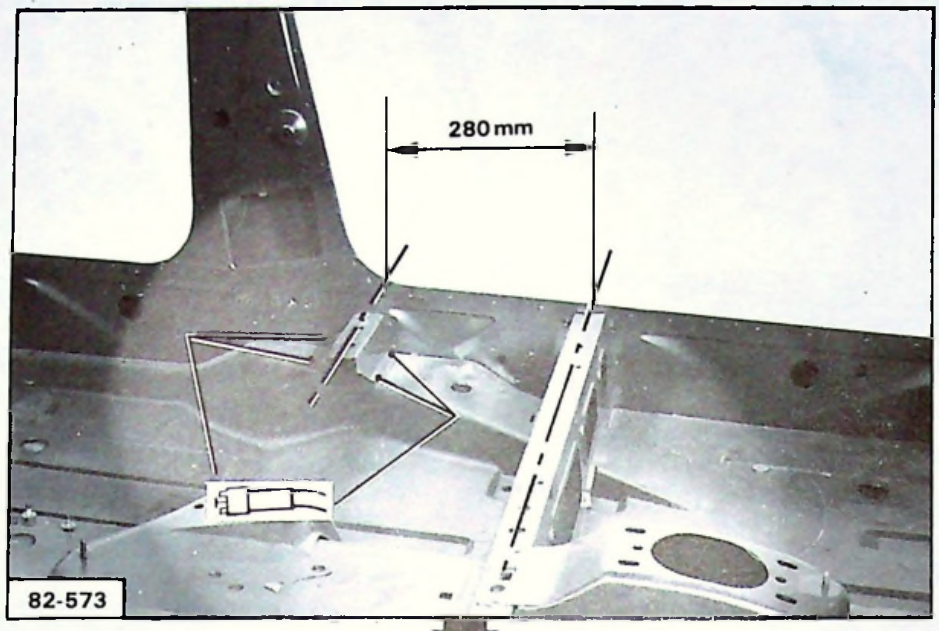
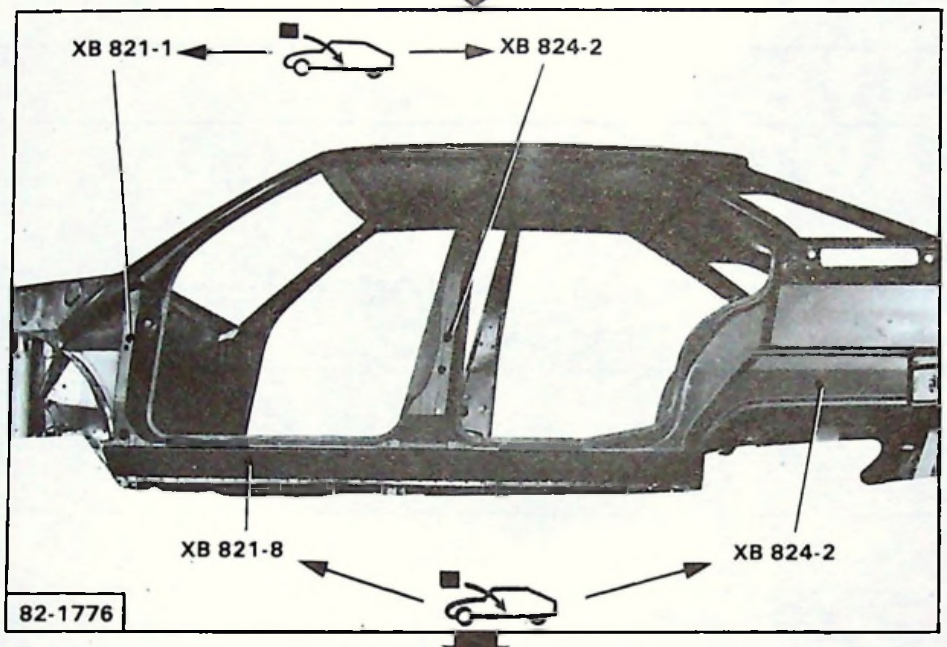
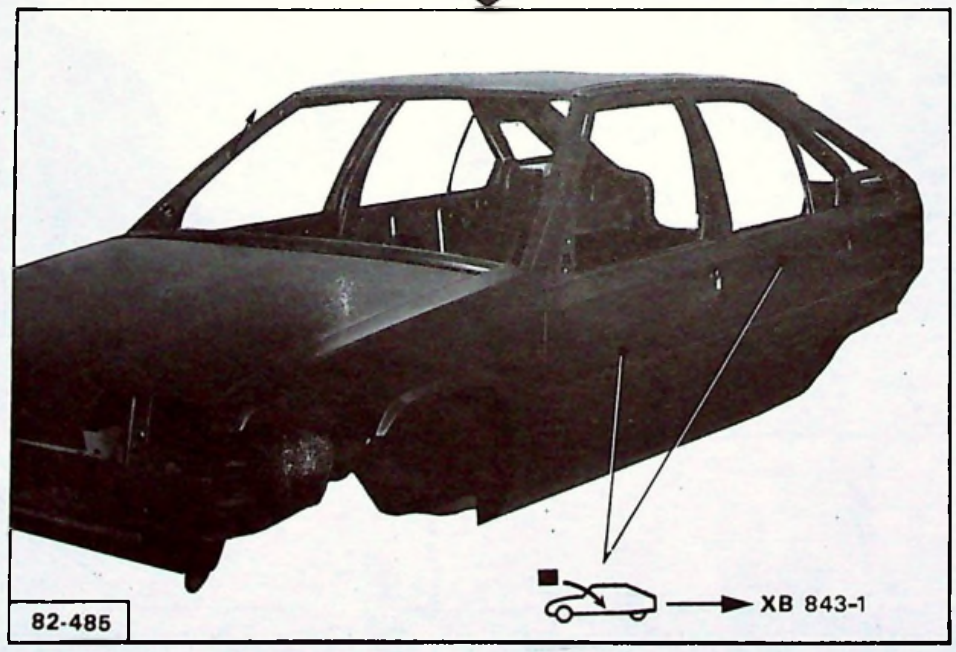
82-1986


280 mm
82-573


XB 821-1
XB 824-2
XB 821-8
XB 824-2
82-1776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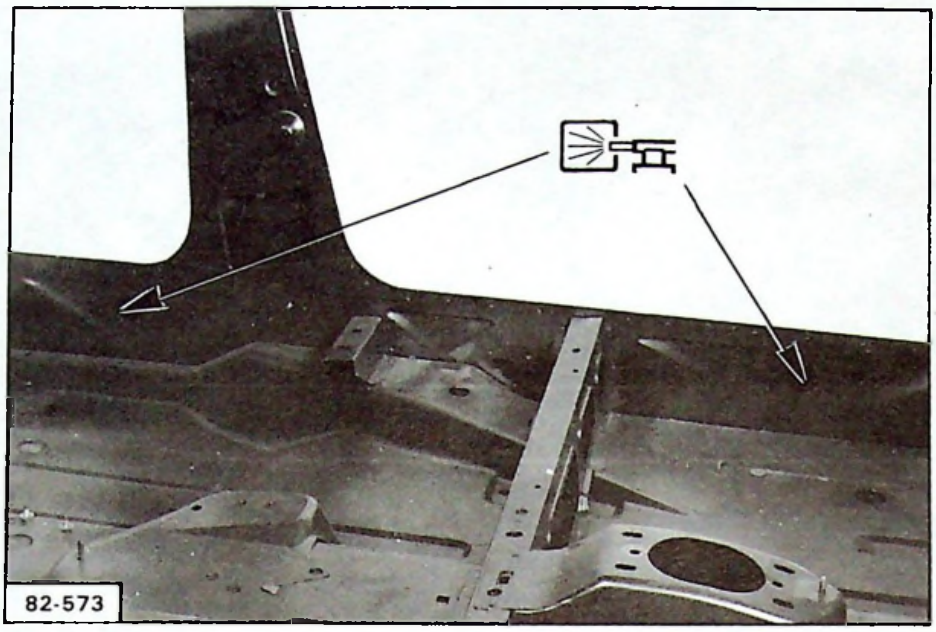
82-485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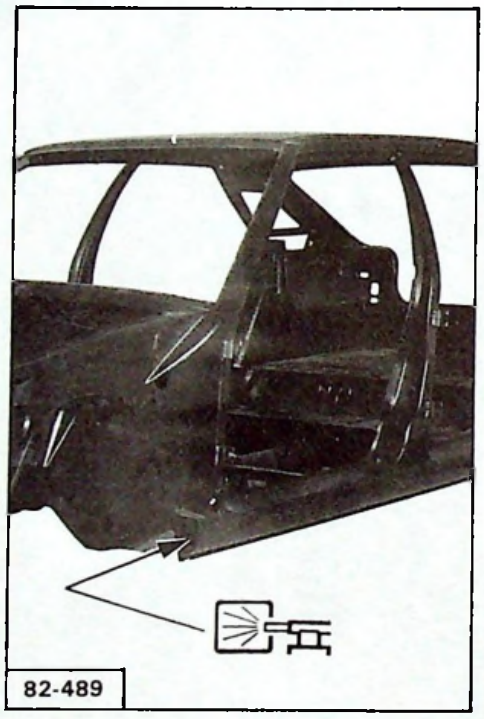
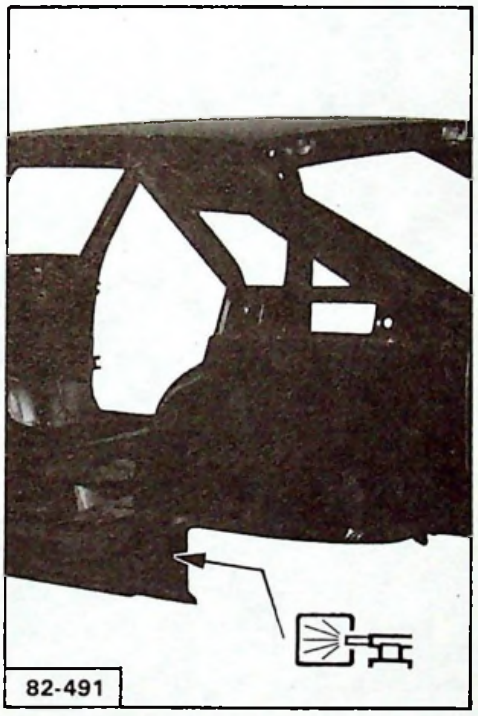

82-489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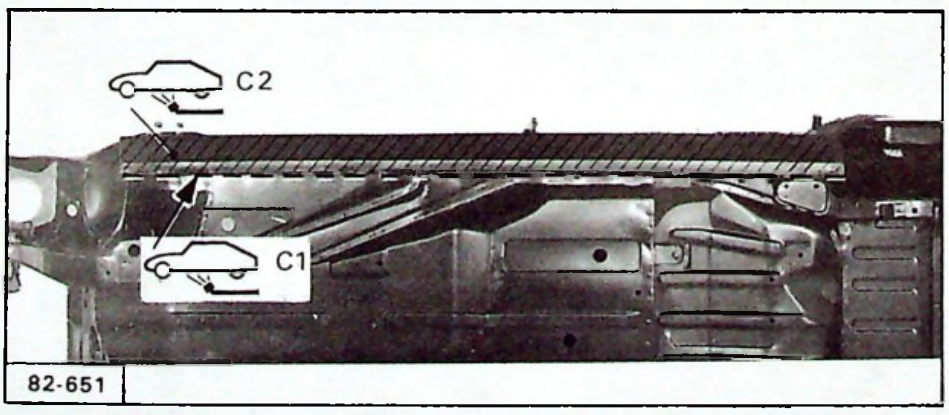
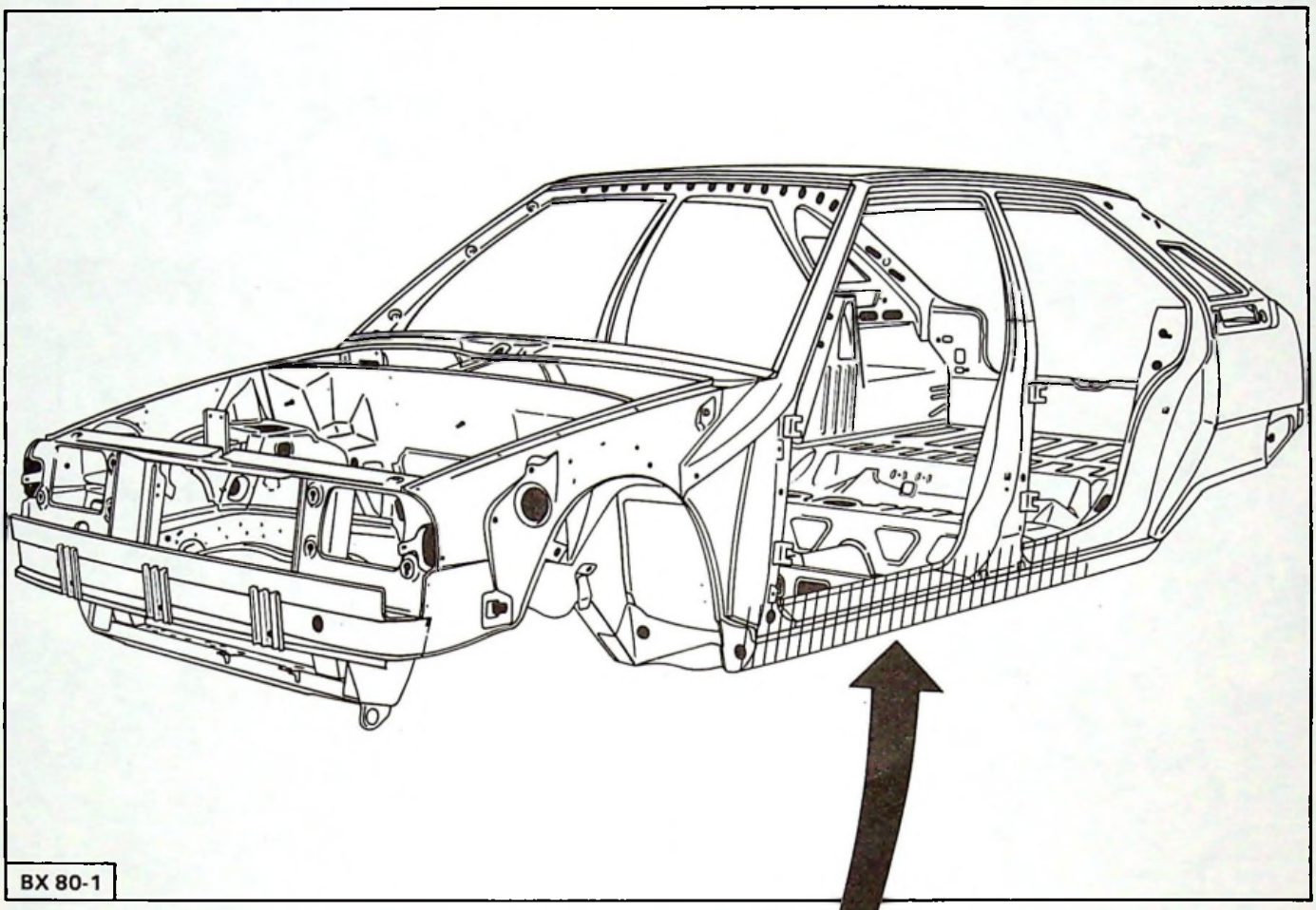
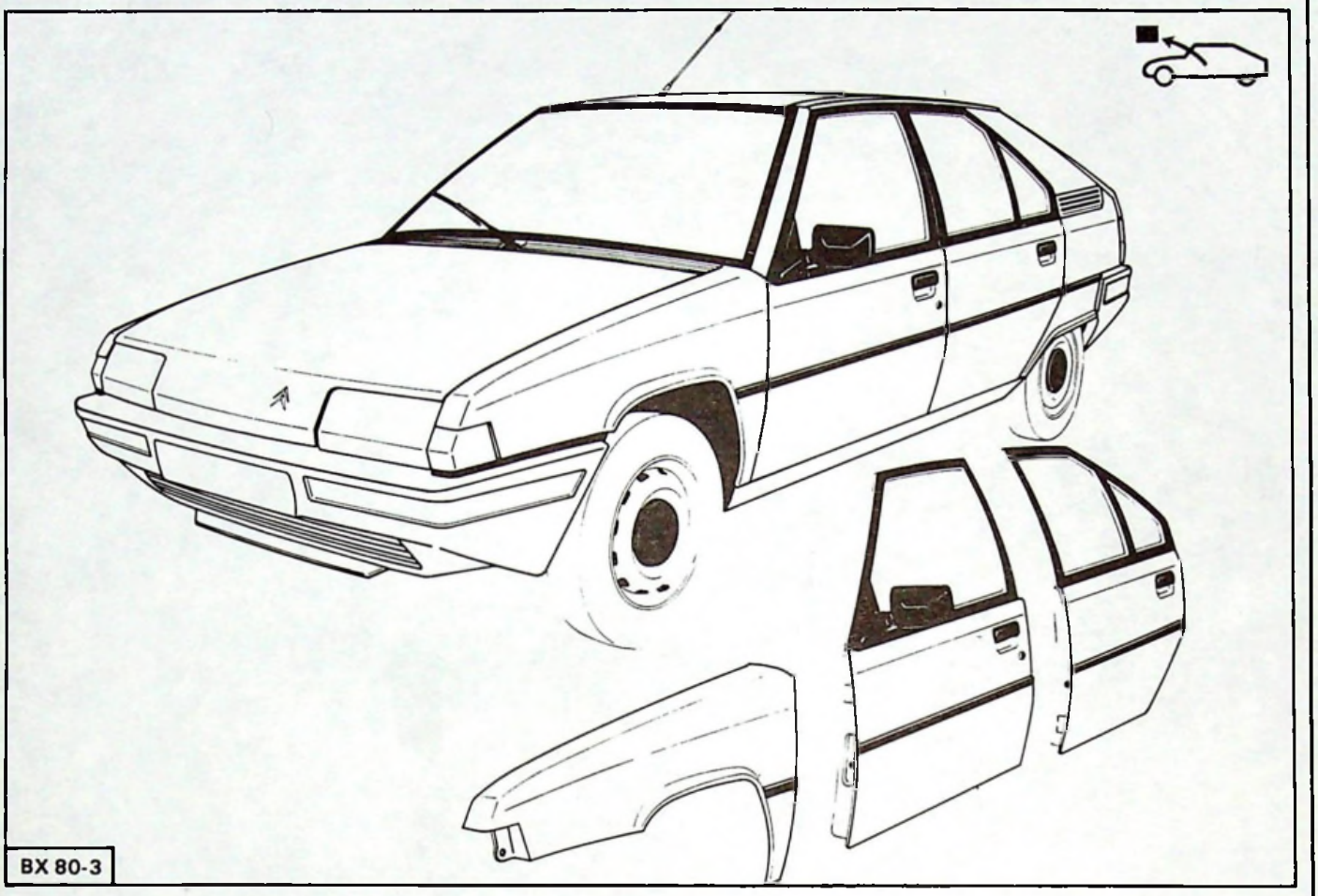


82-651

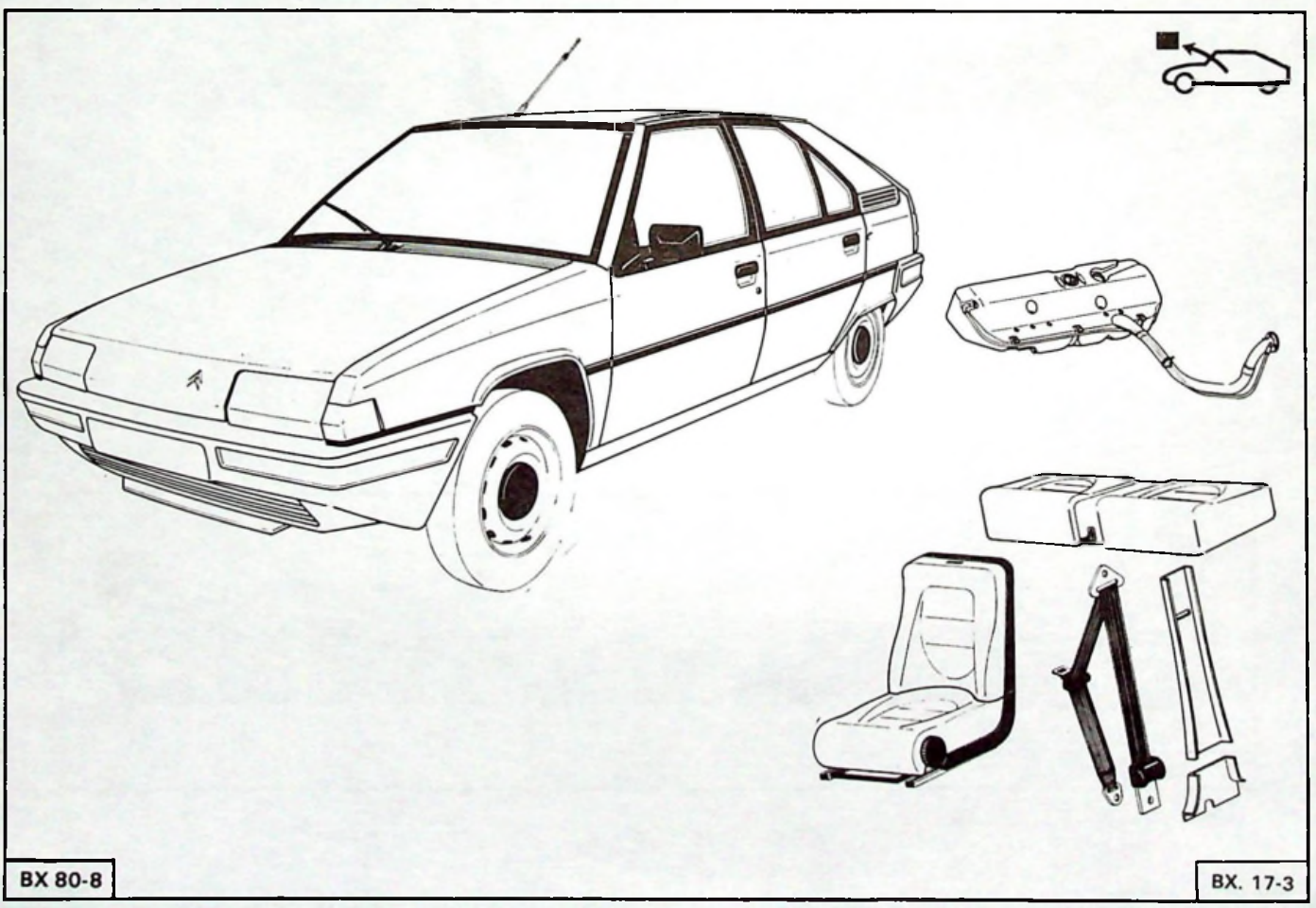


BX 80-1

82-1921

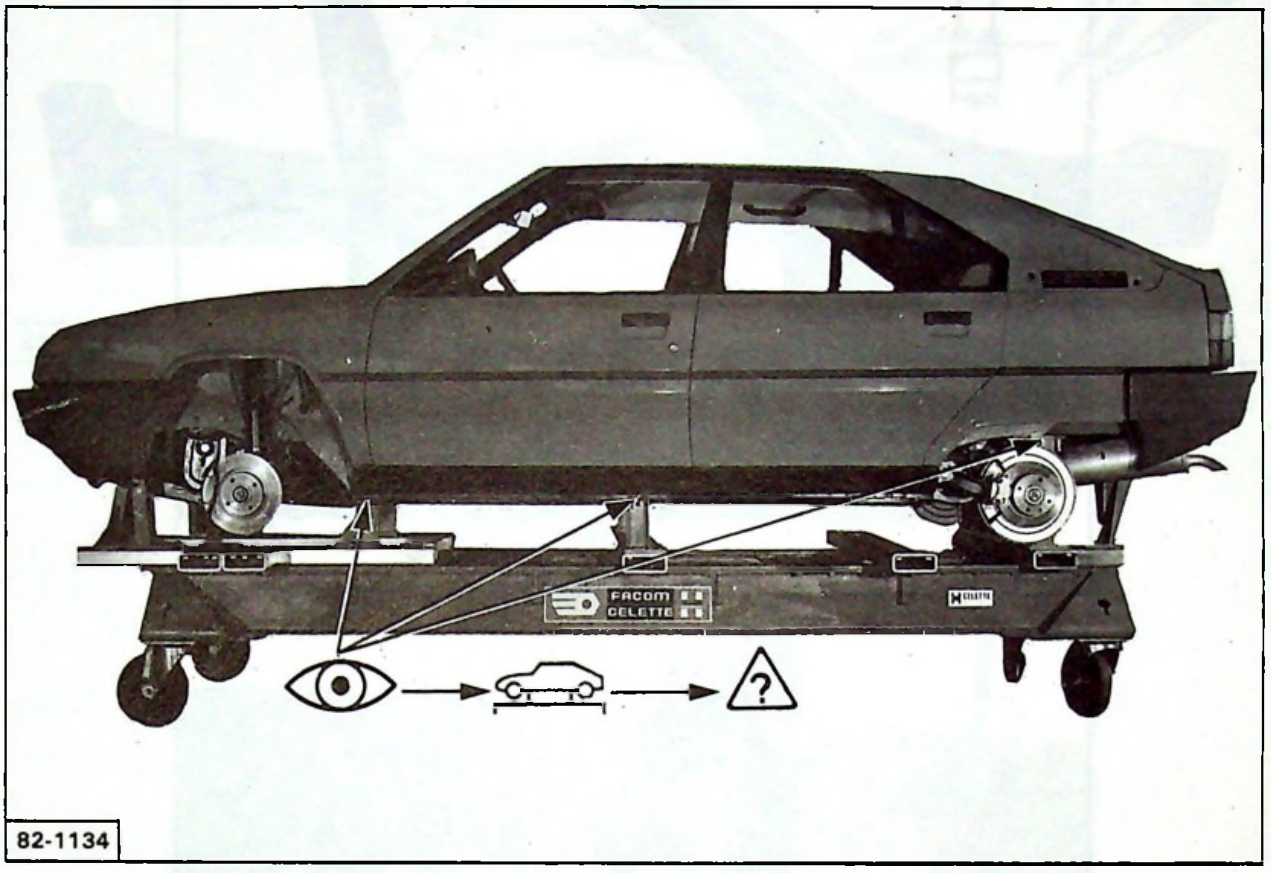


BX 80-3

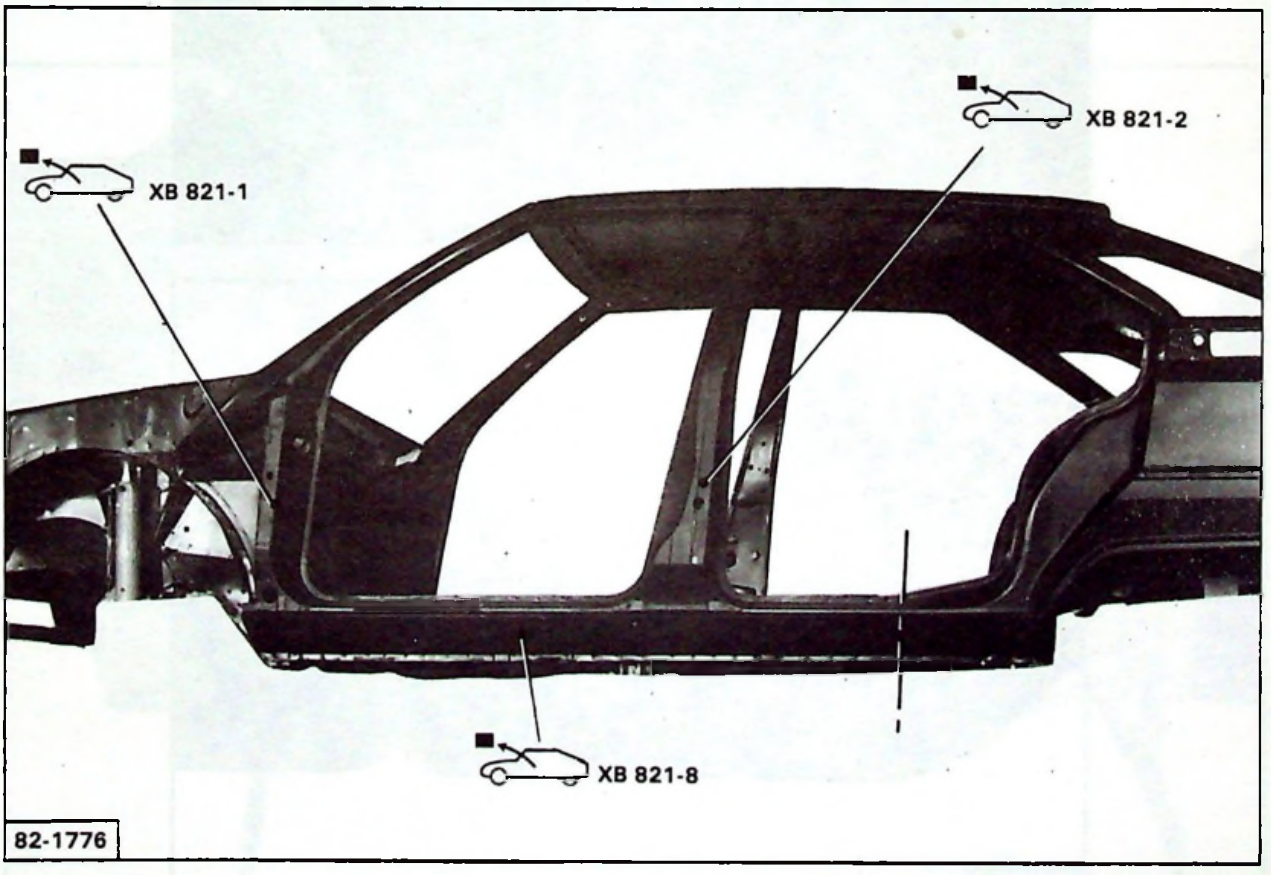


BX 80-8

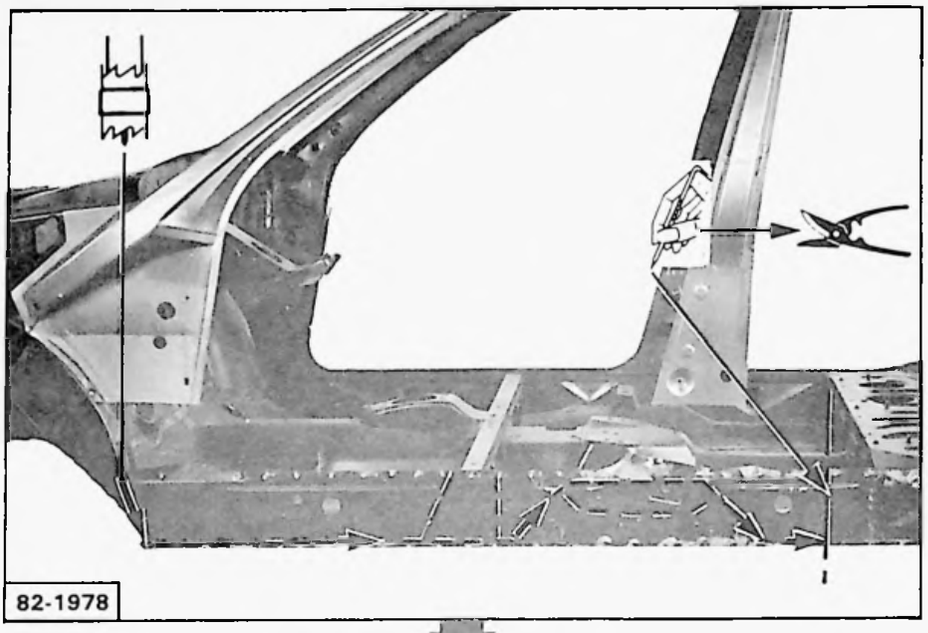
BX. 17-3

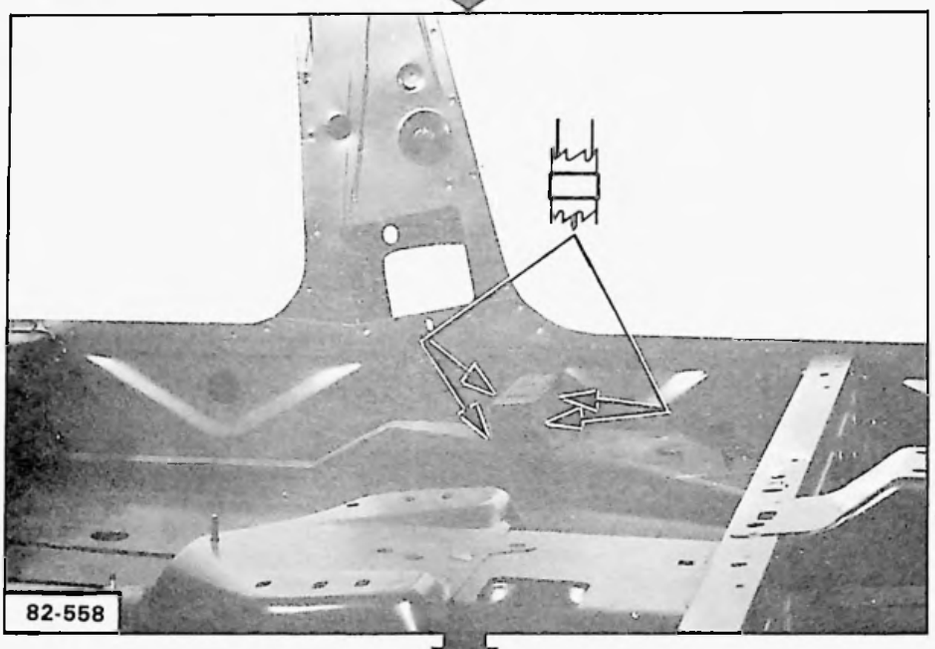


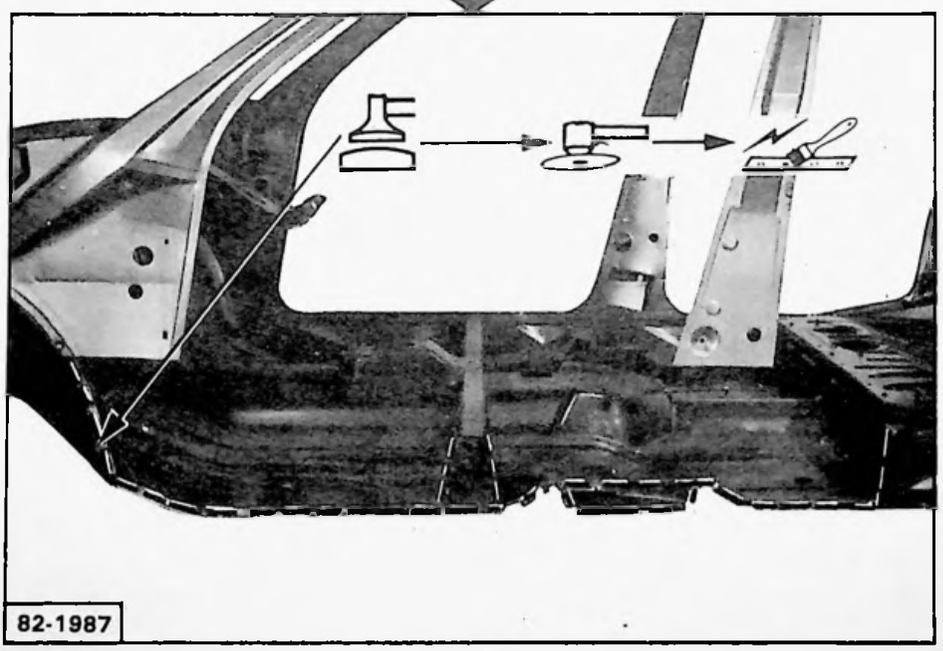
82-1134

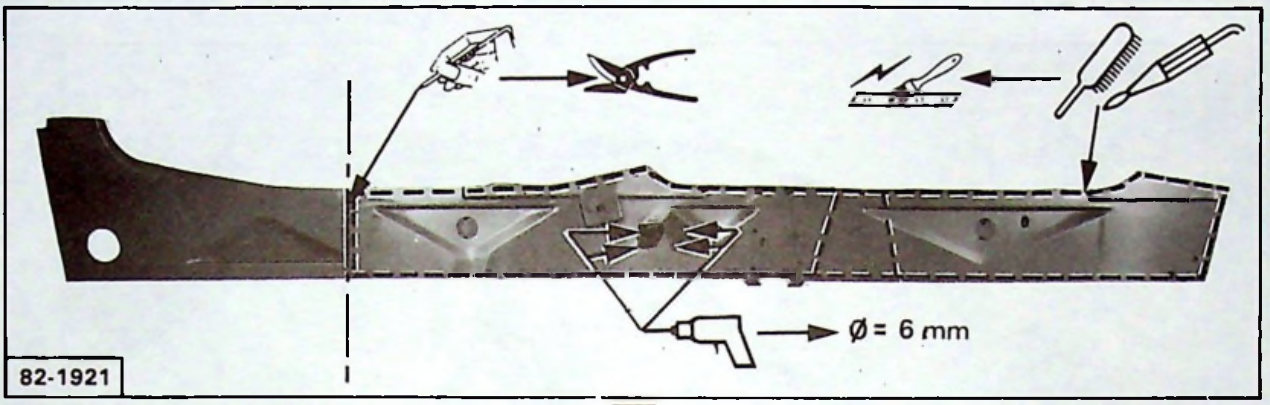


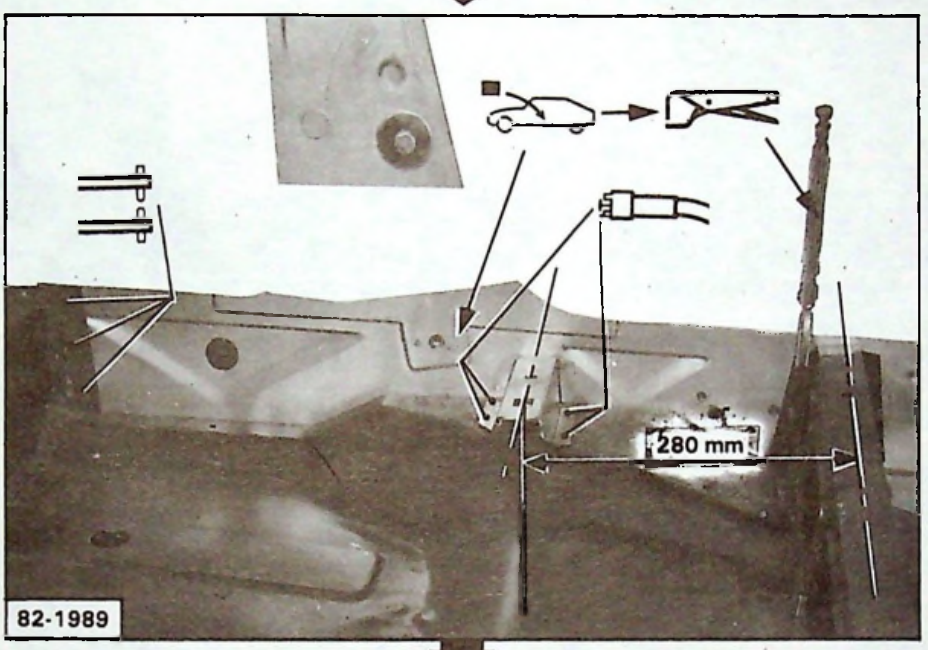
82-1776

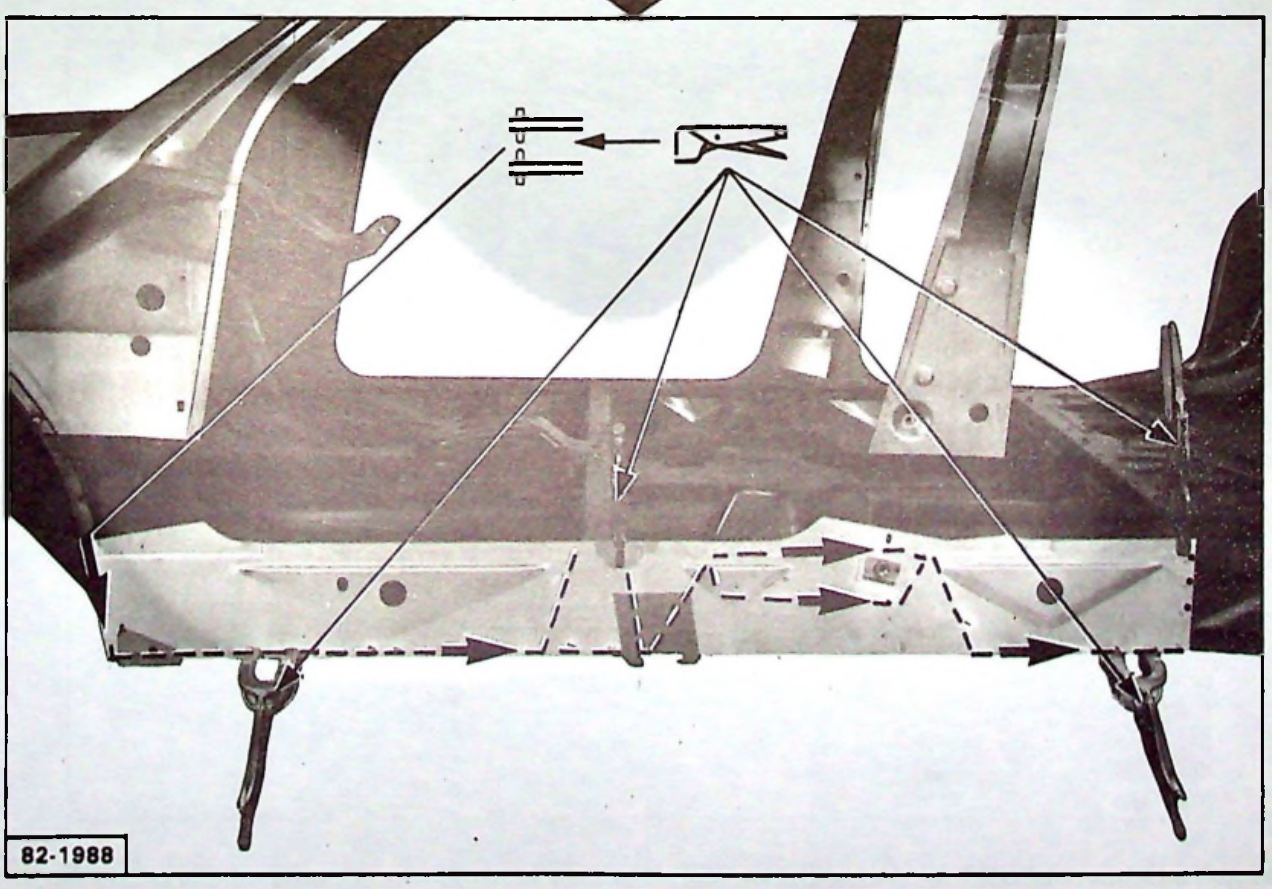

82-1978

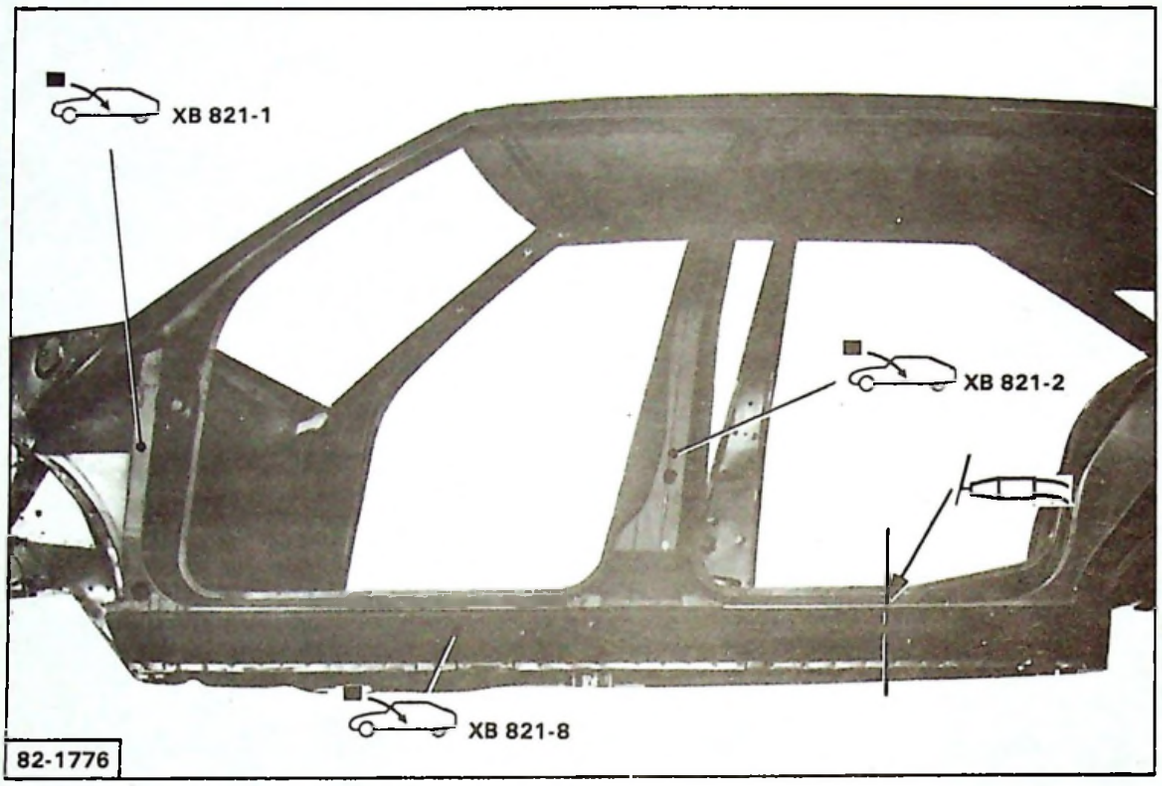

82-558


82-1987


Ø = 6 mm
82-1921


280 mm
82-1989


82-1988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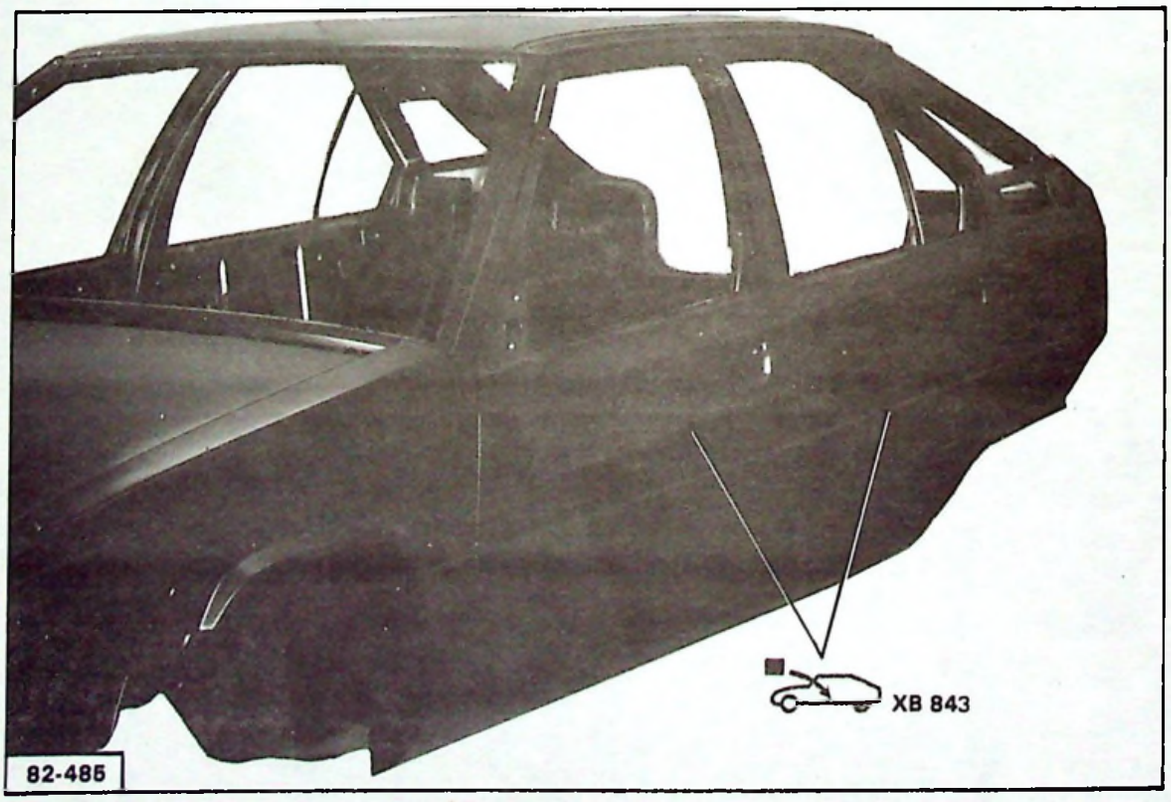
XB 821-2
XB 821-8
82-1776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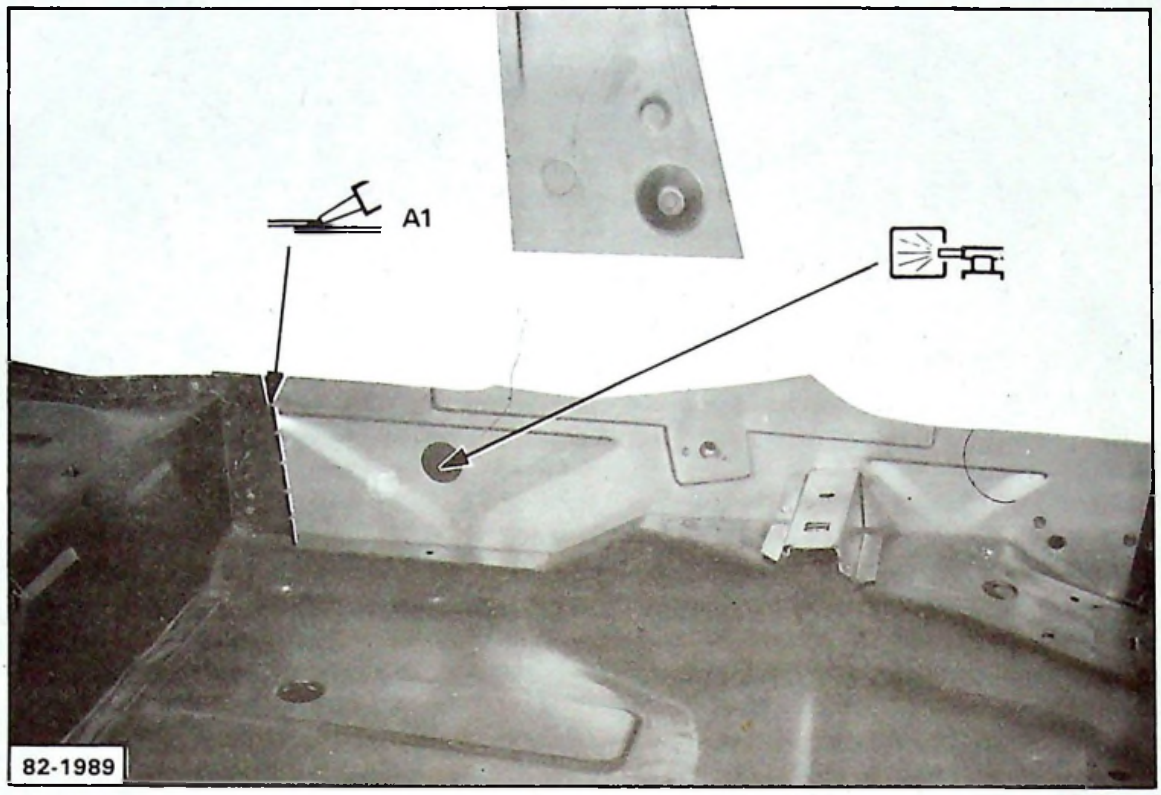
A1
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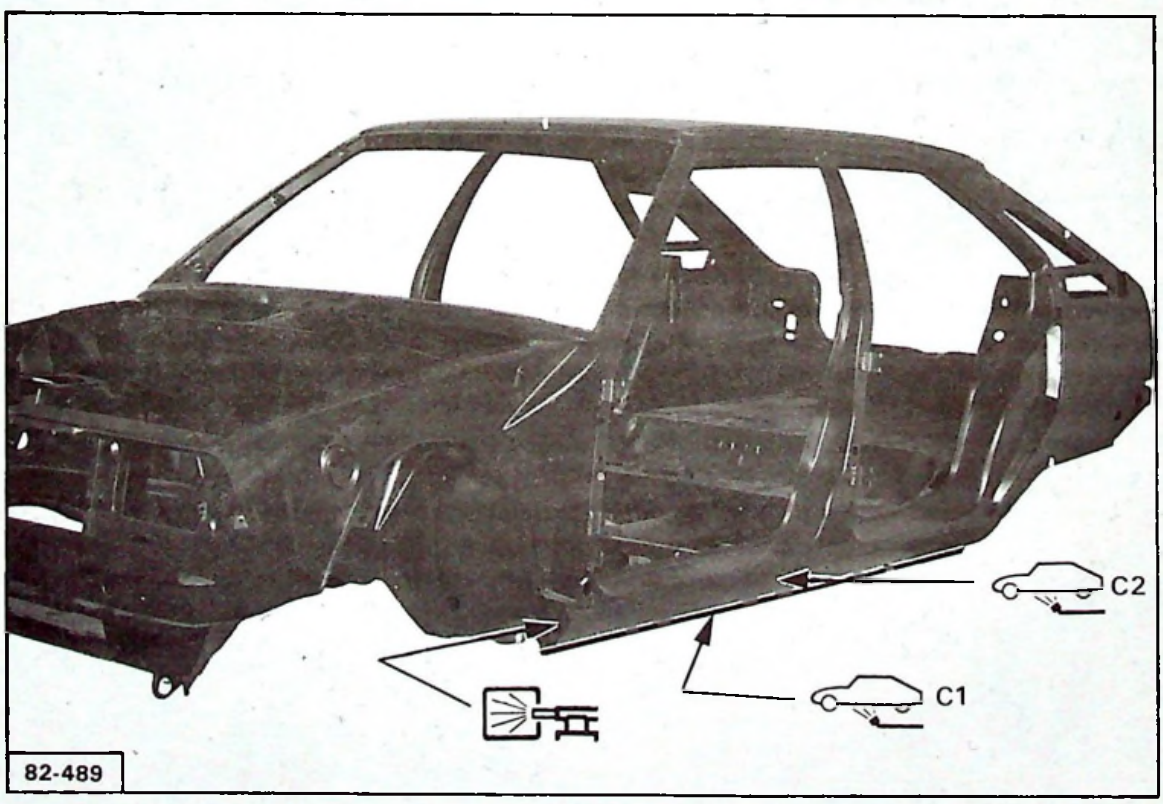
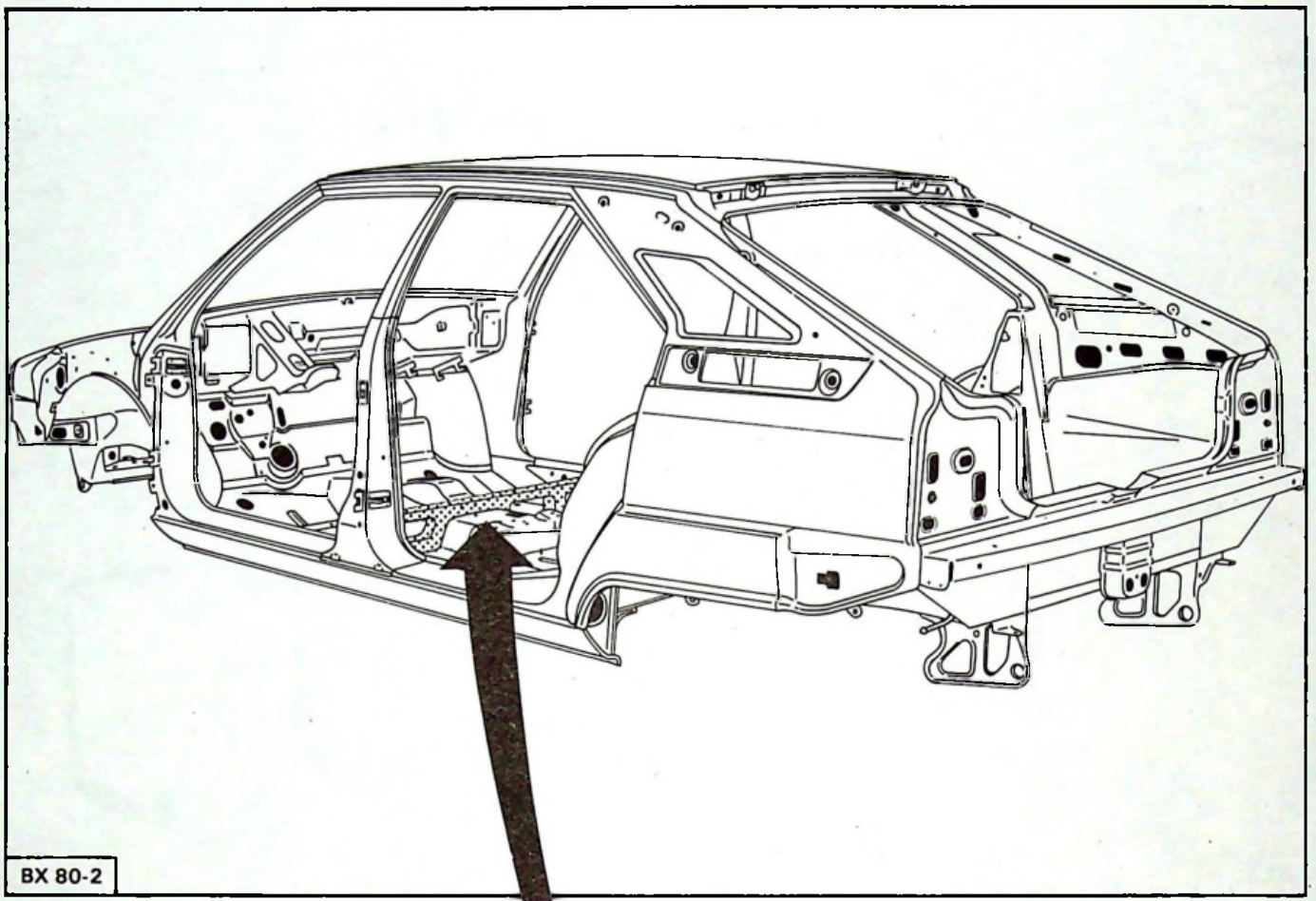
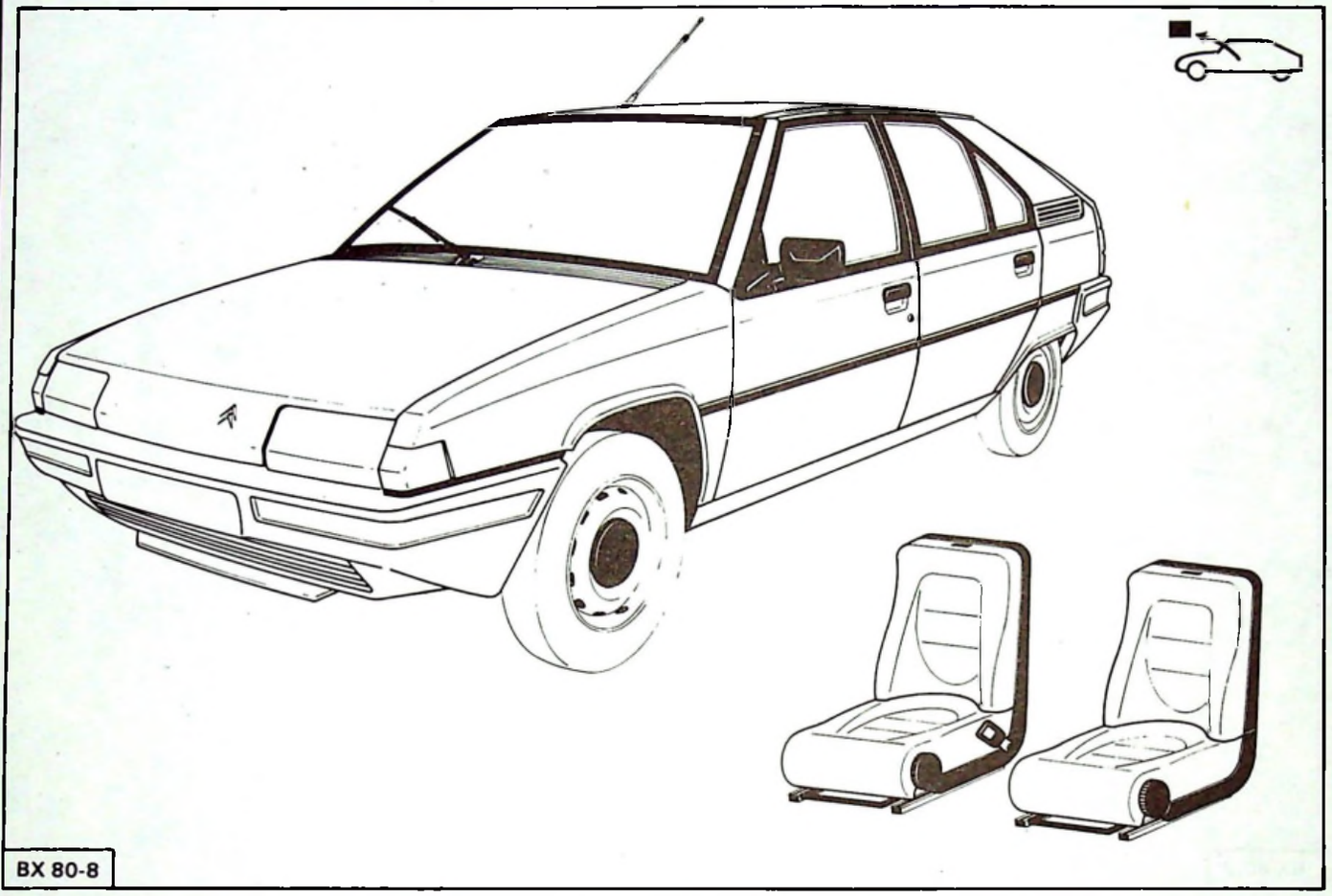

C2
C1
82-489

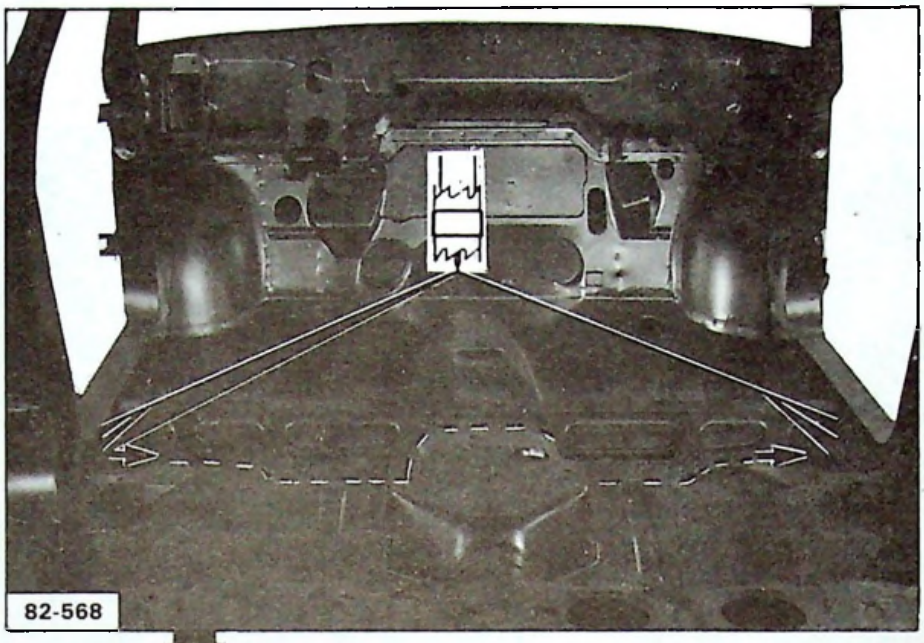


BX 80-2

82-1996



BX 80-8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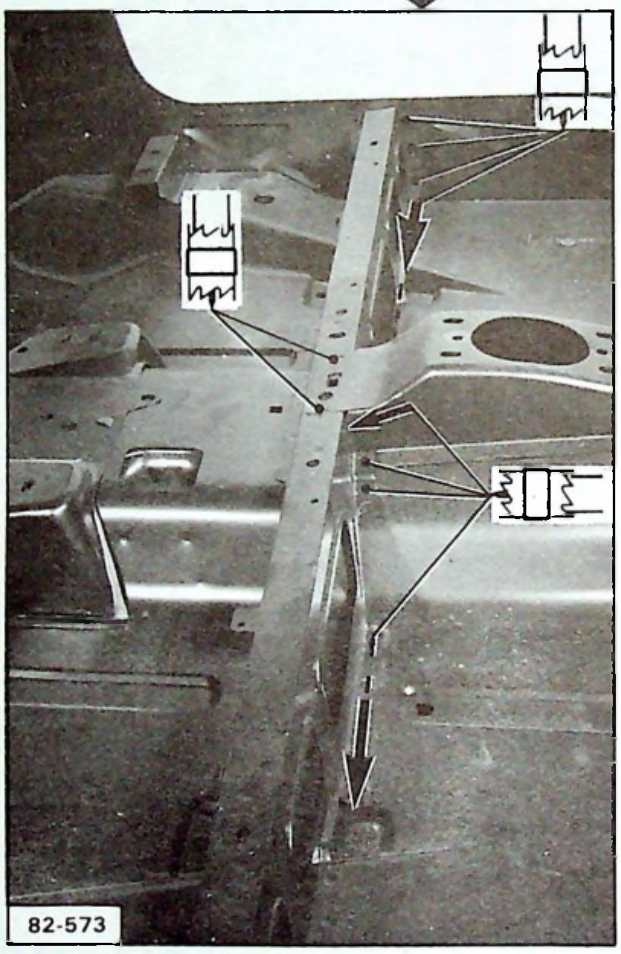
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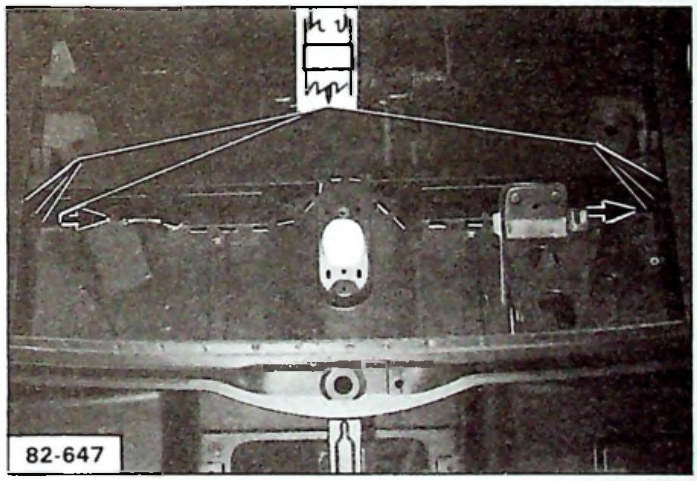
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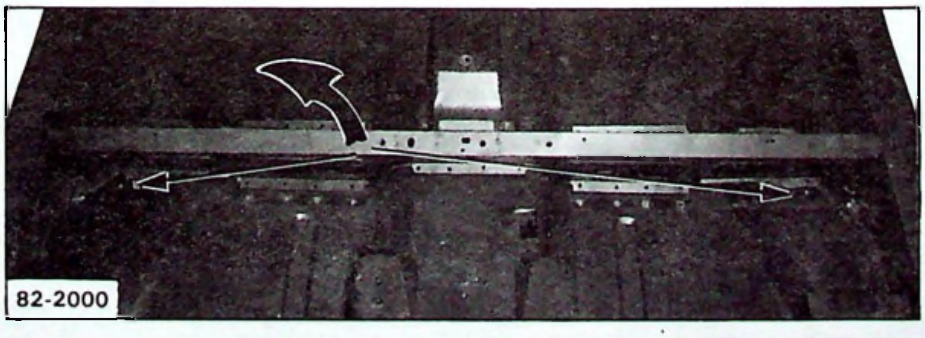
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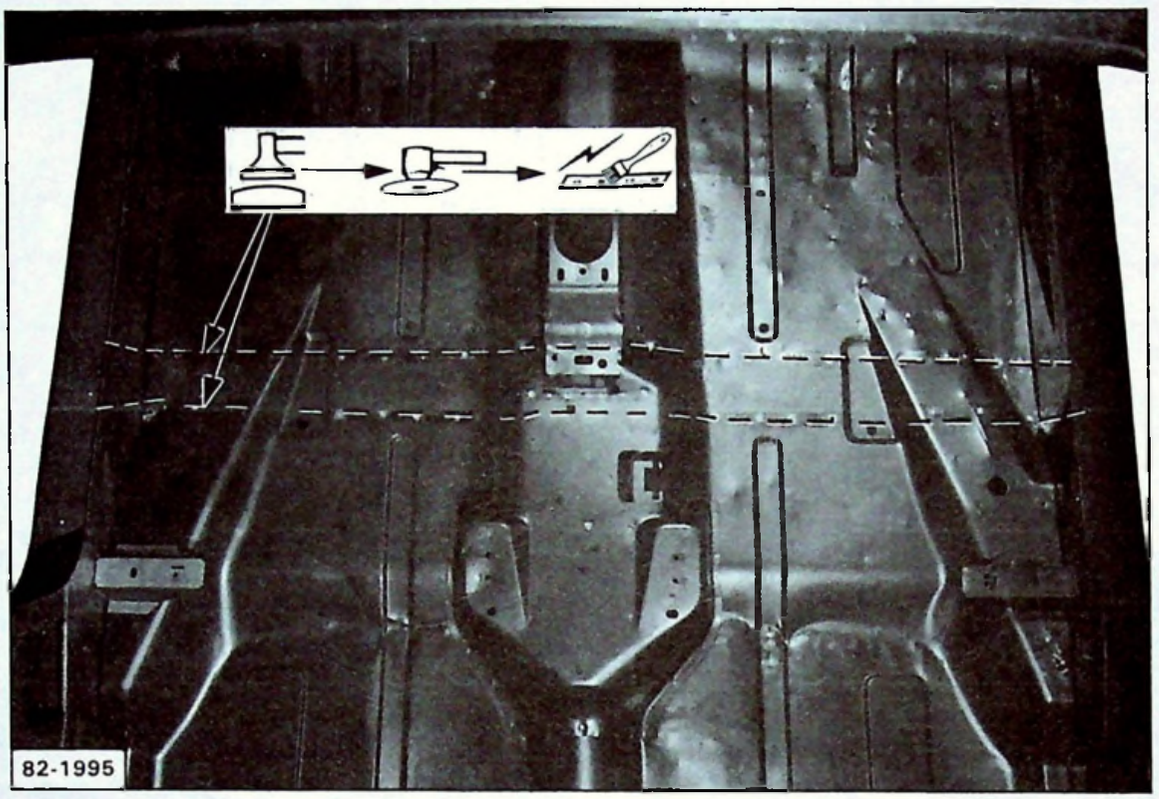
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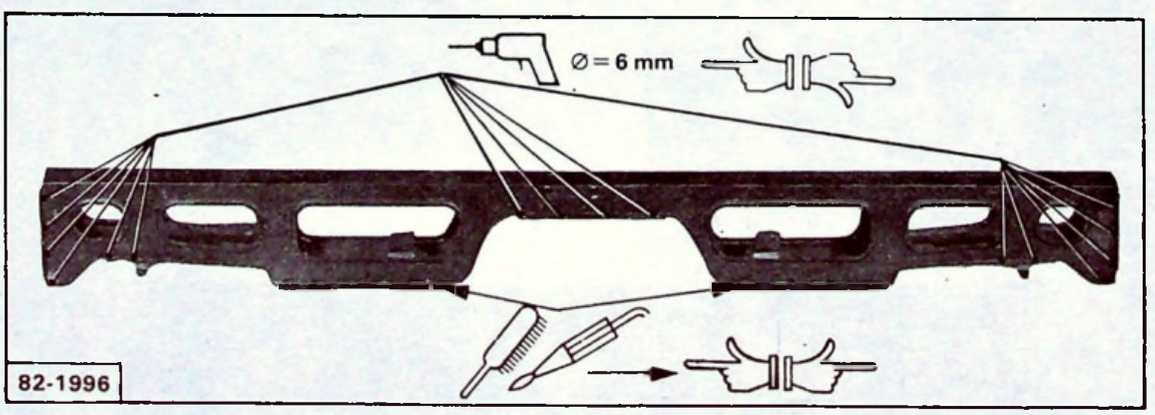
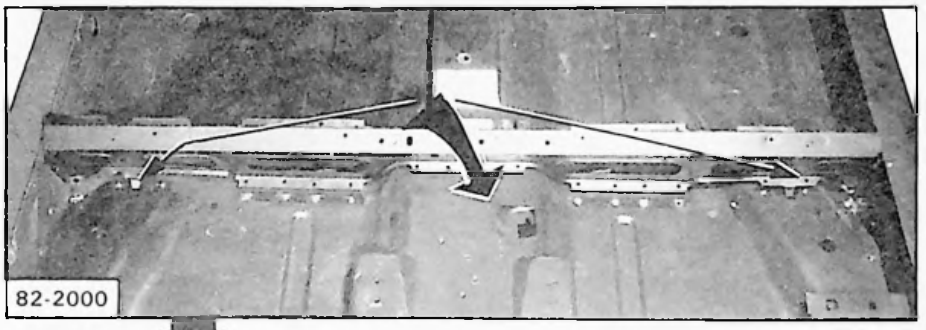

∅ = 6 mm
82-1996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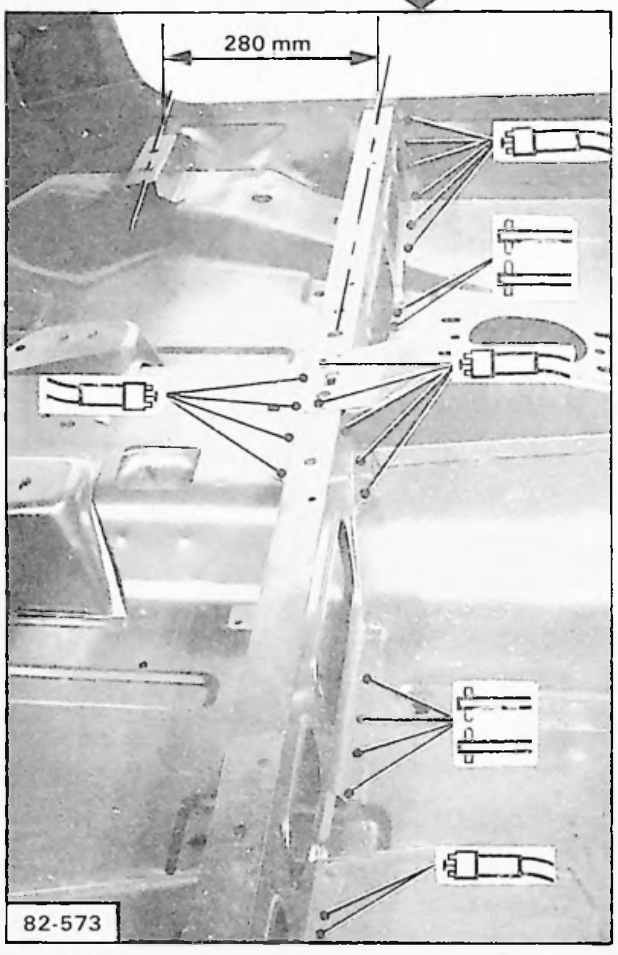
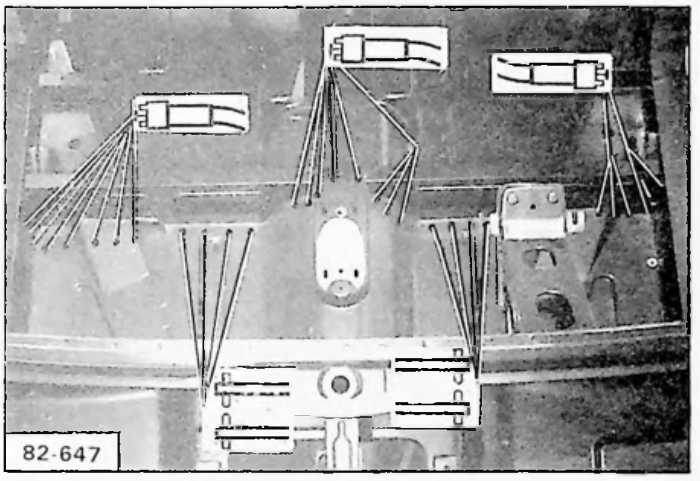

280 mm
82-573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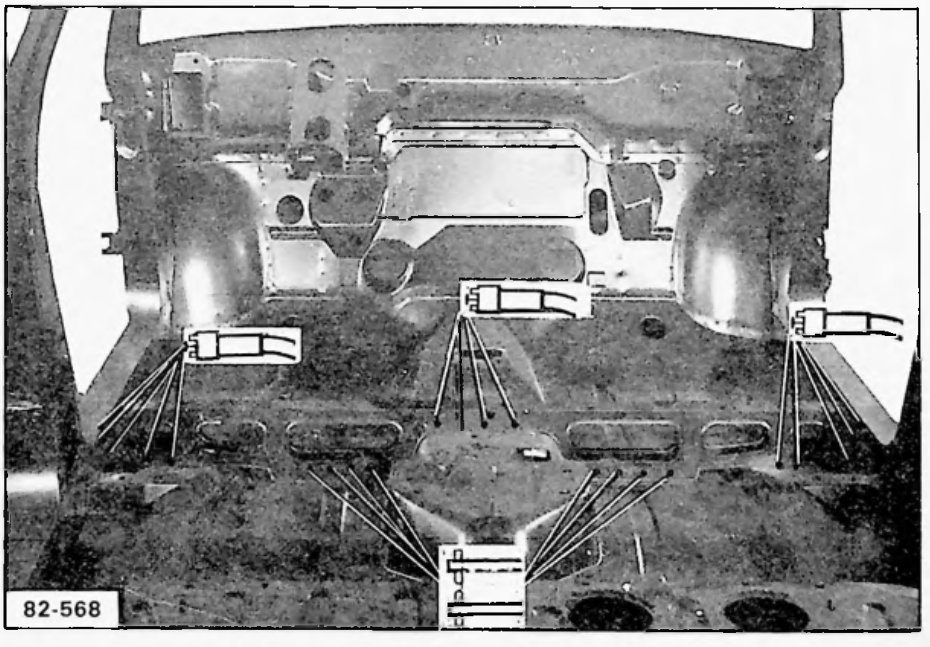
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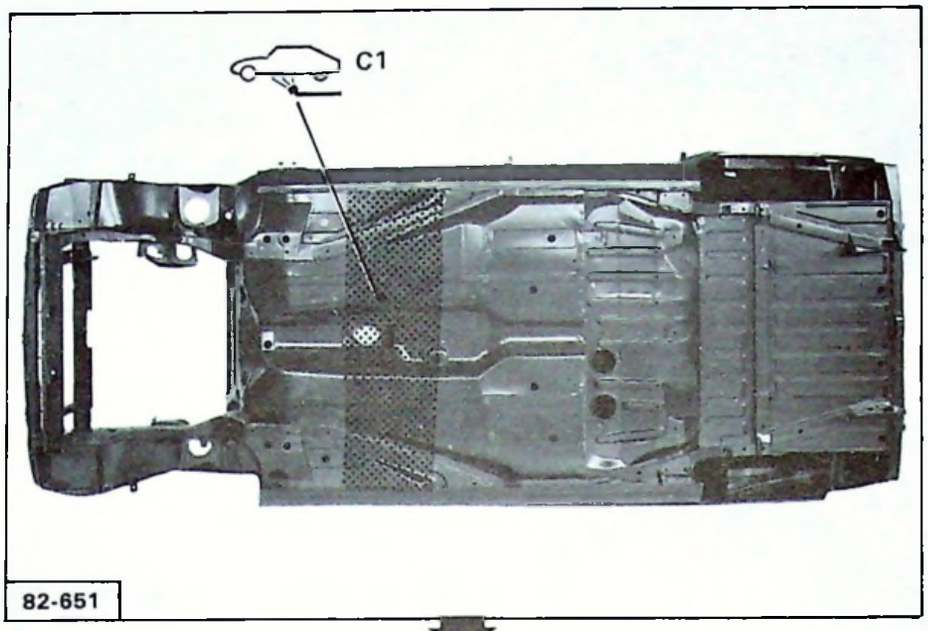
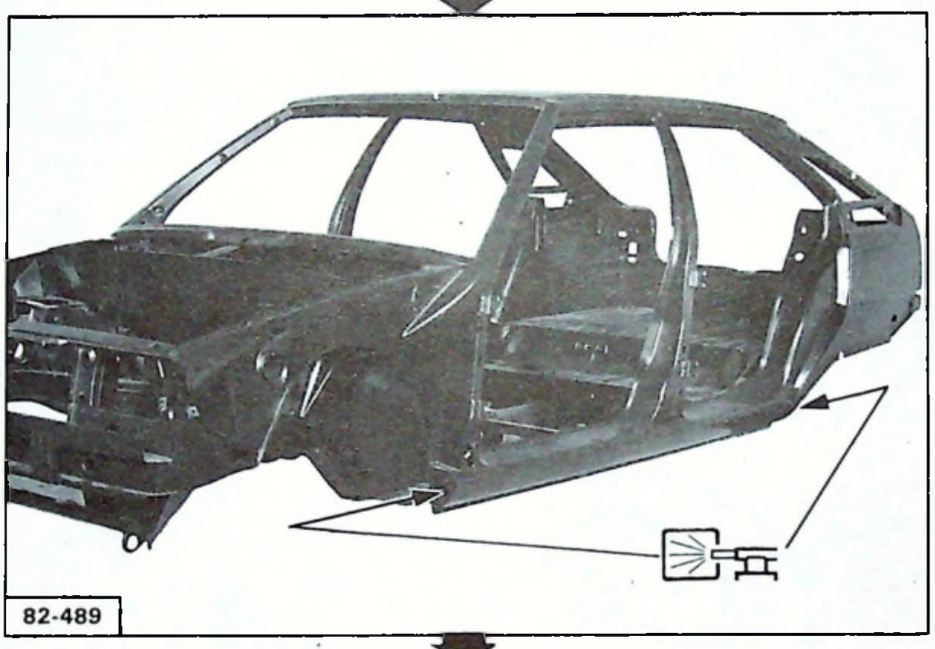


82-651



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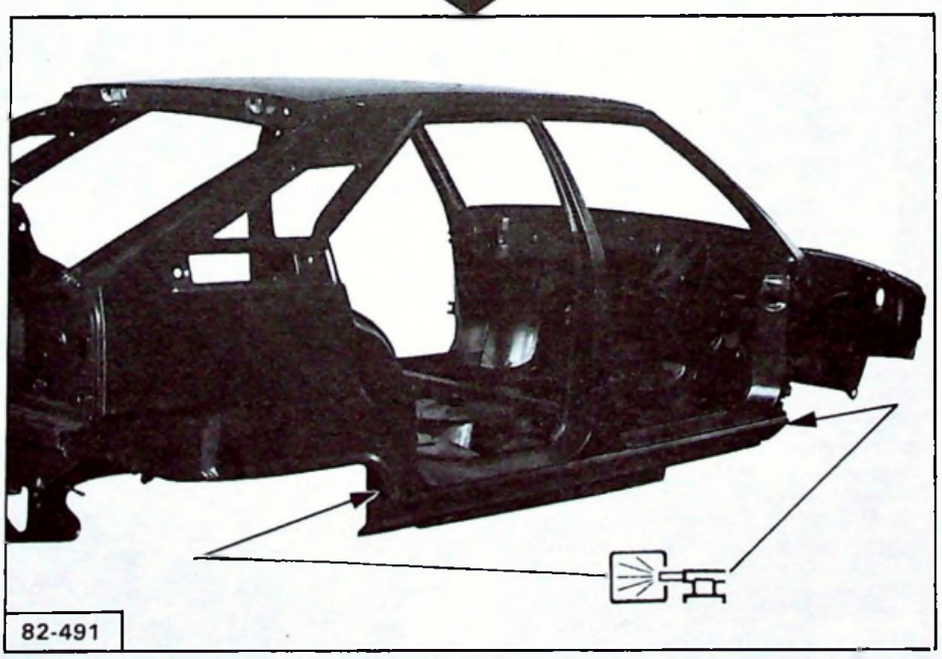
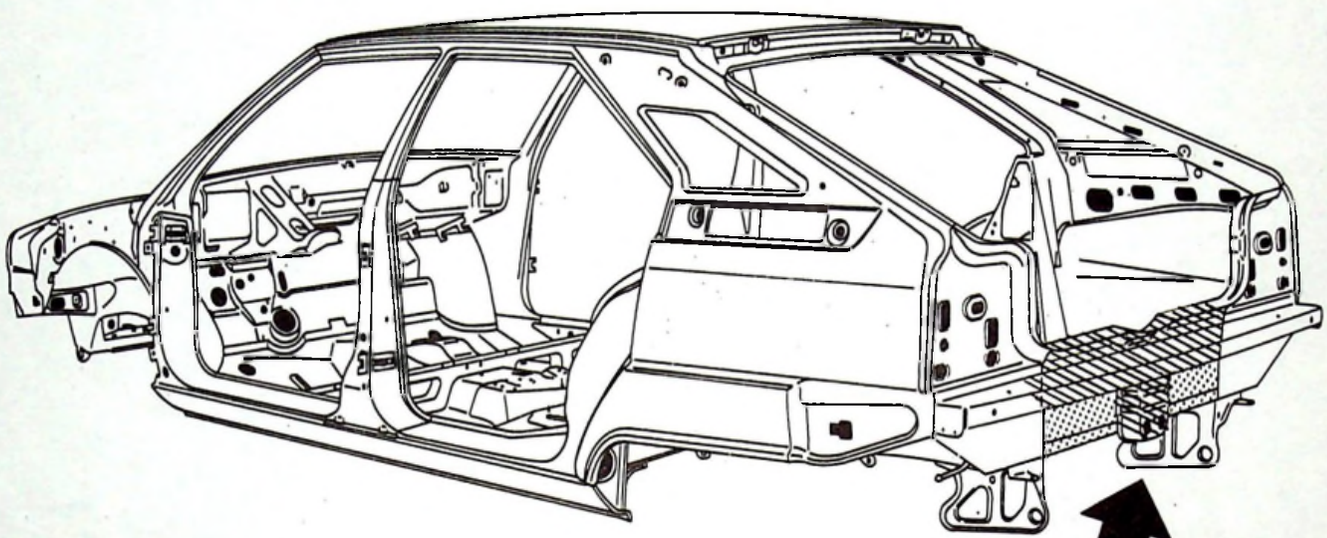
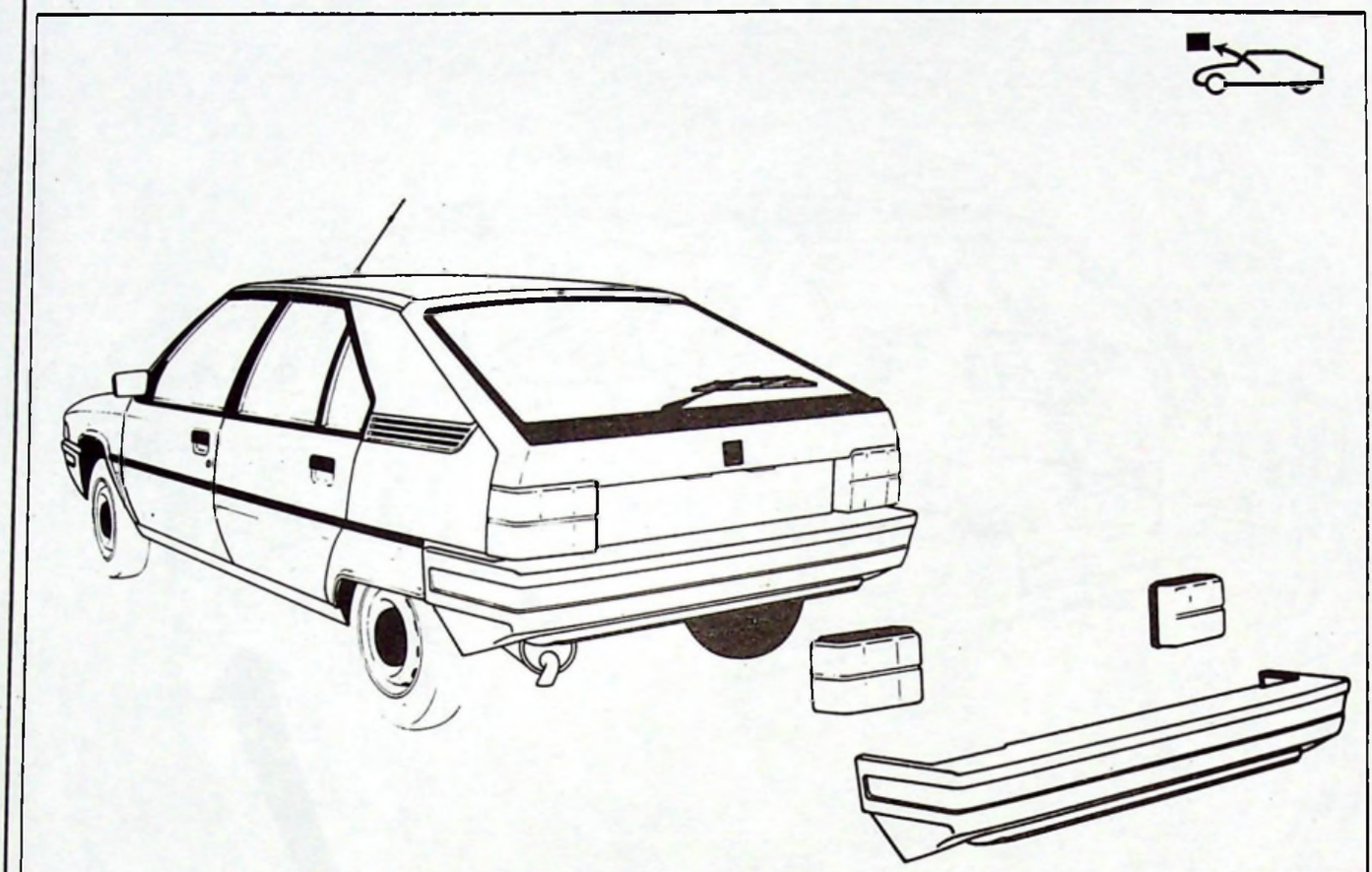


82-491

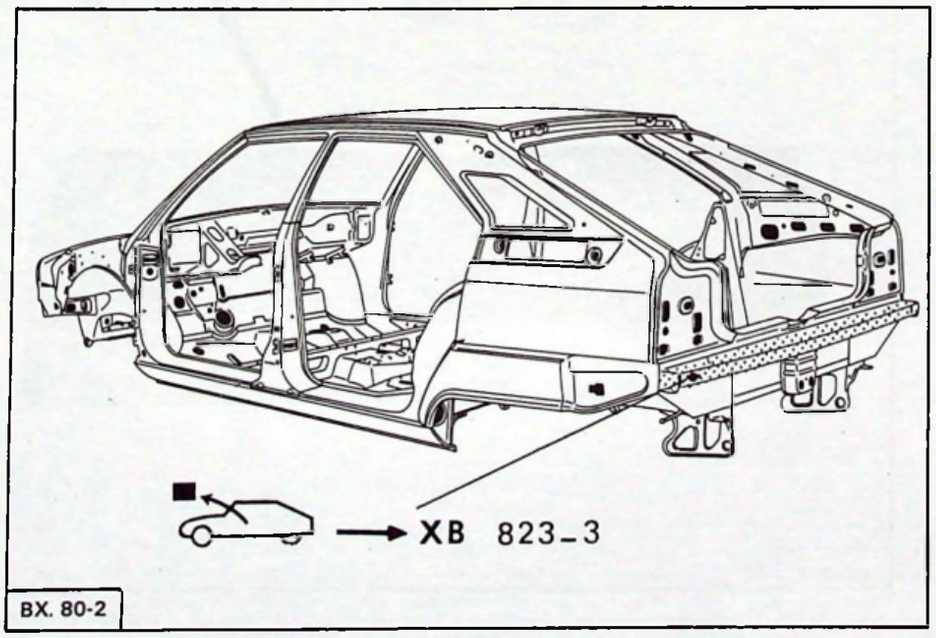


BX. 80-2

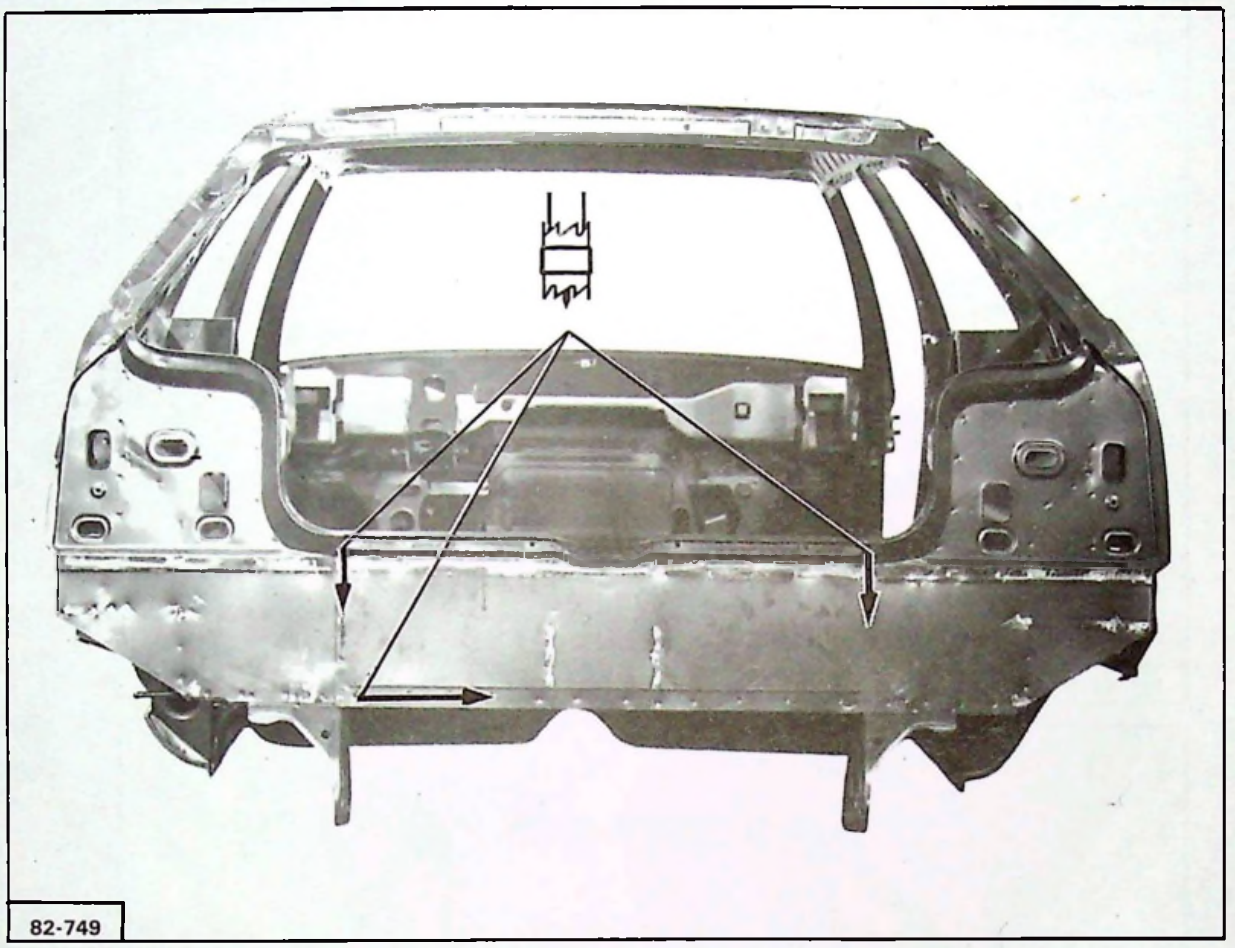
82-752



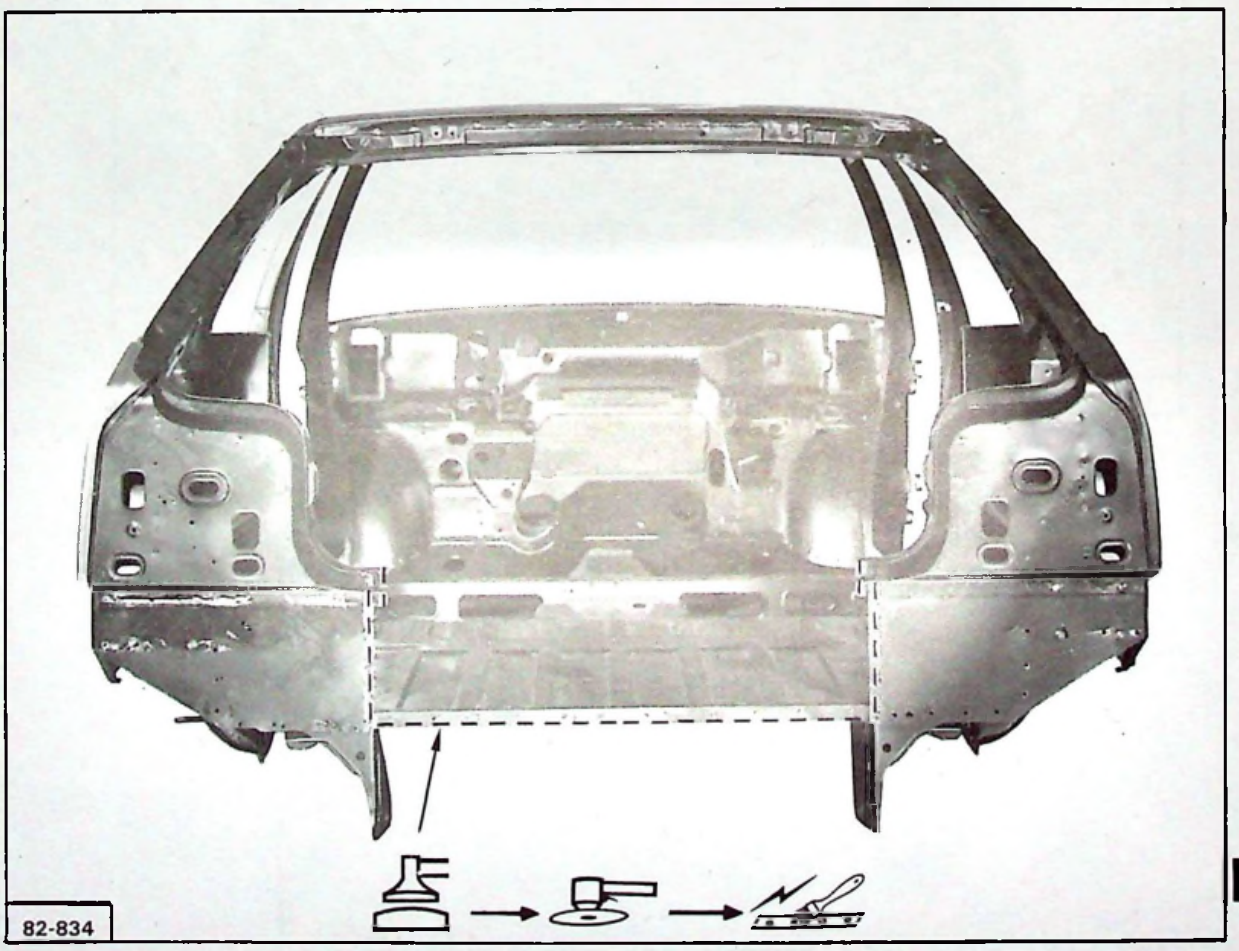
BX. 80-4



BX. 80-2



82-749



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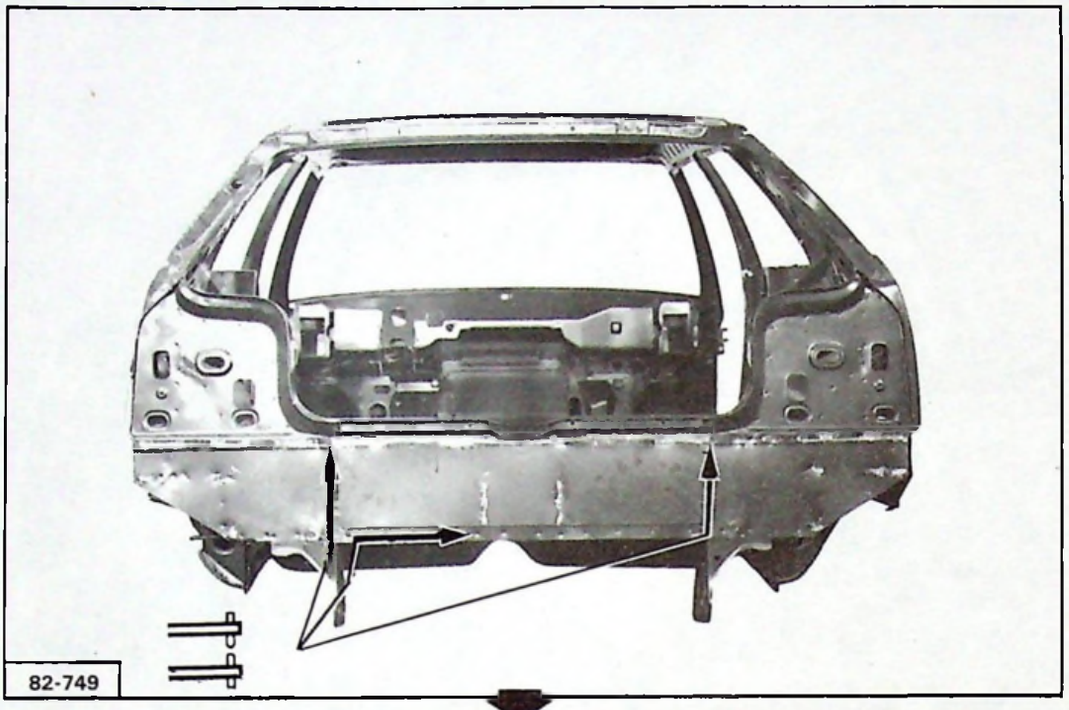
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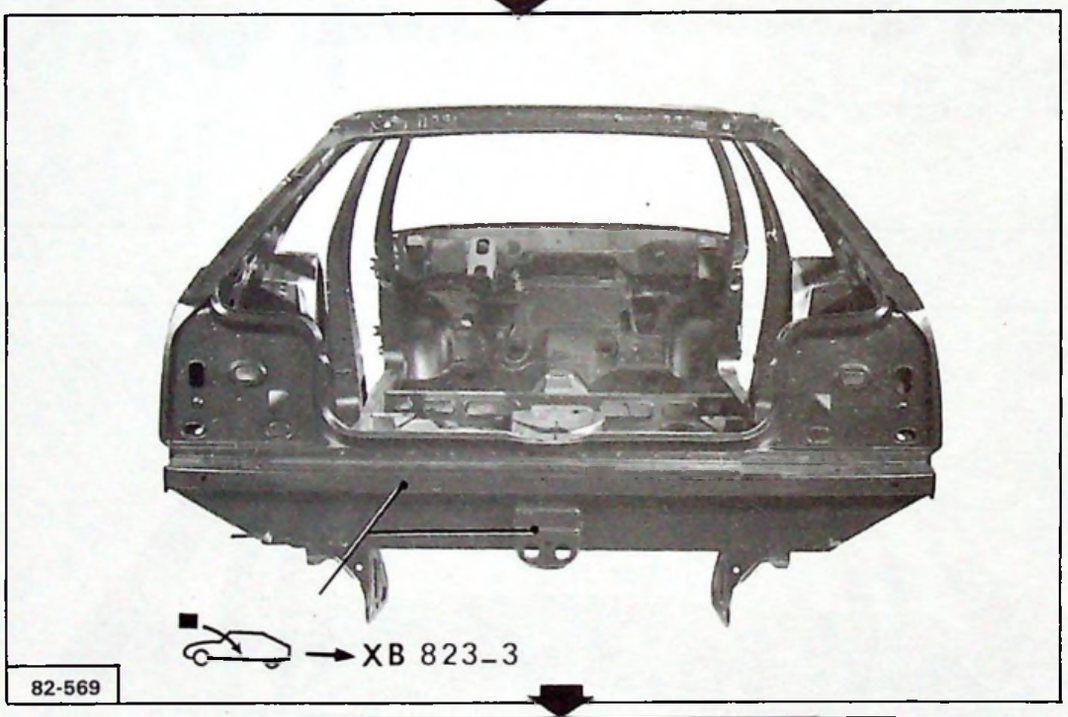
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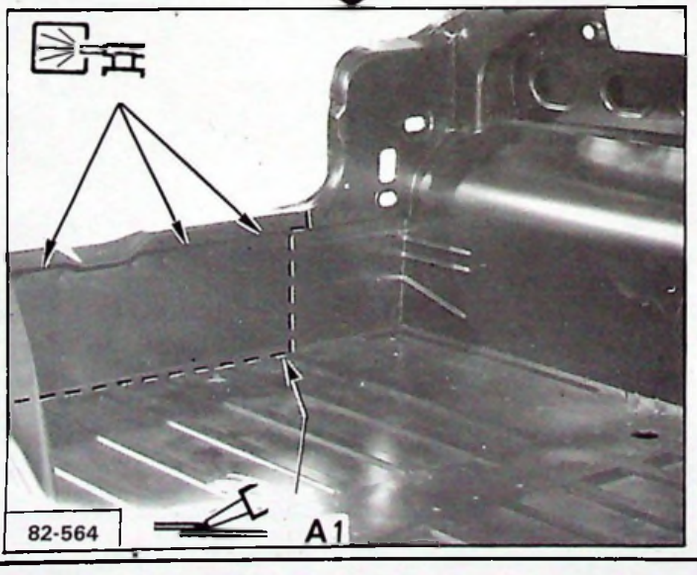
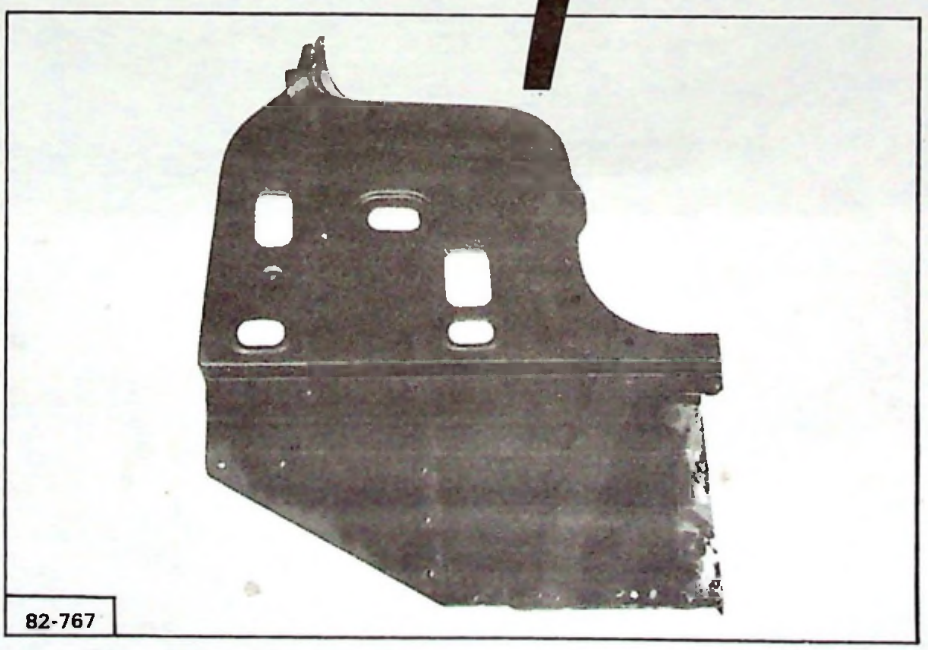
82-569


82-564
A1

BX. 80-2



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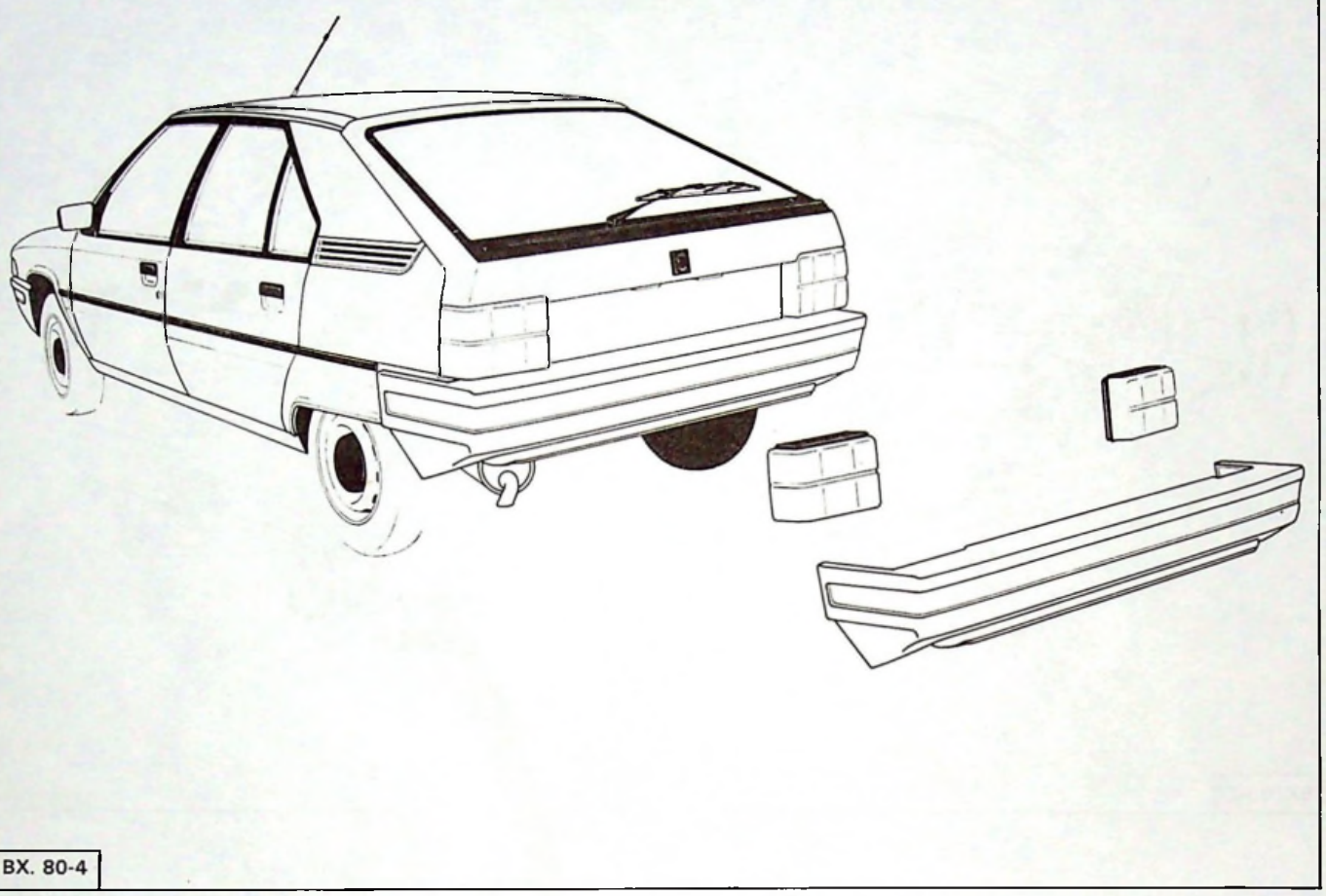
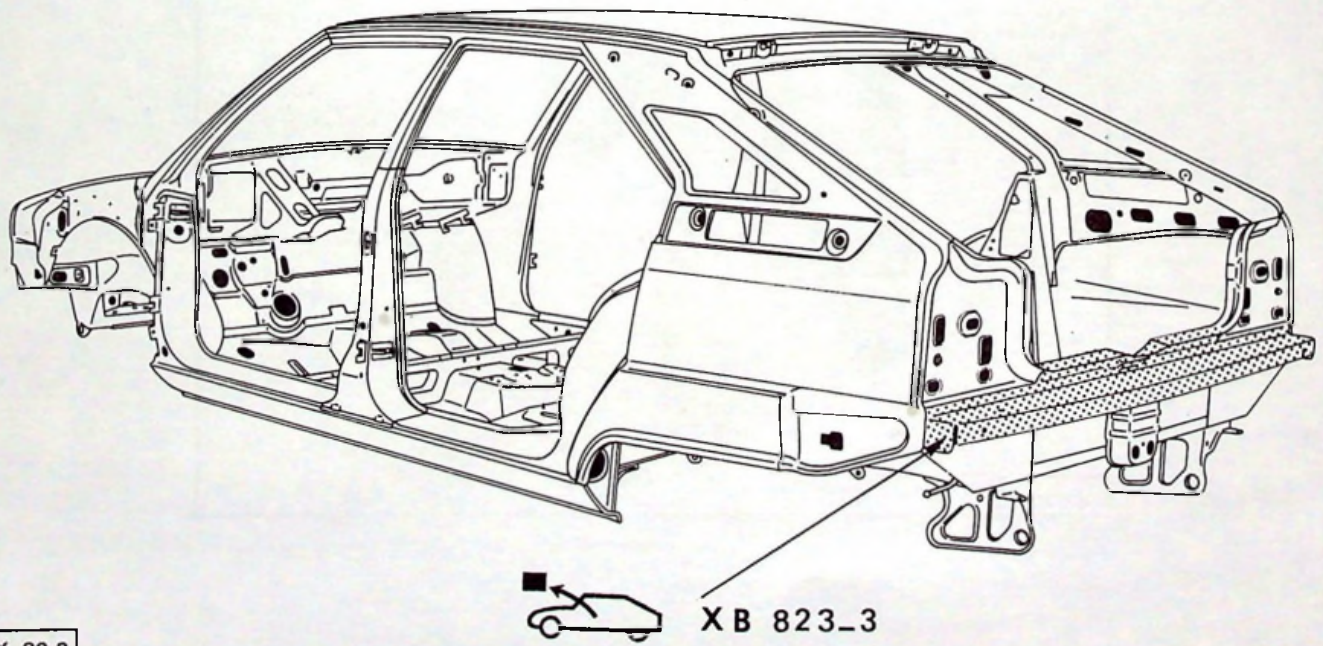
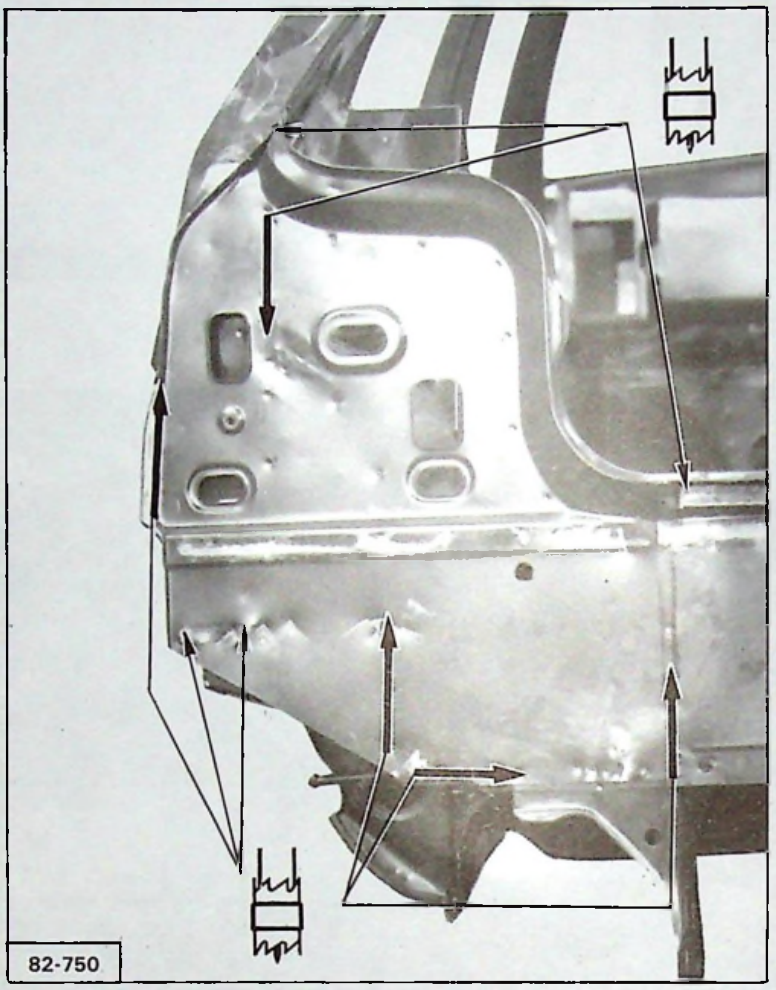


BX. 80-4



BX. 80-2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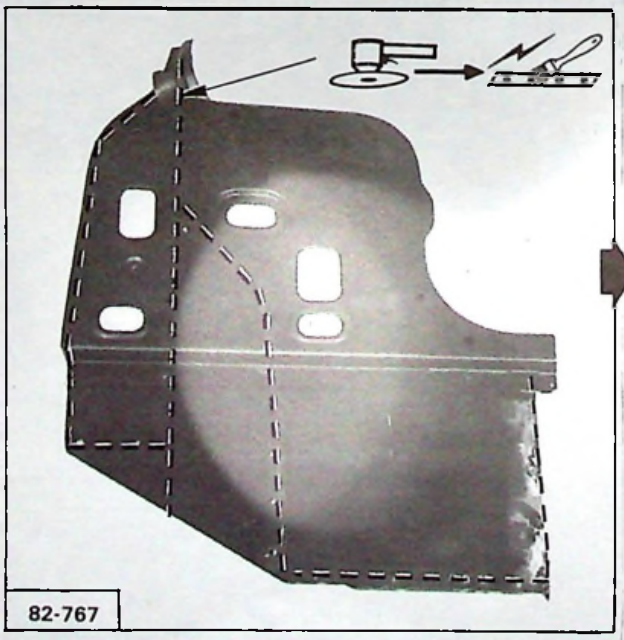
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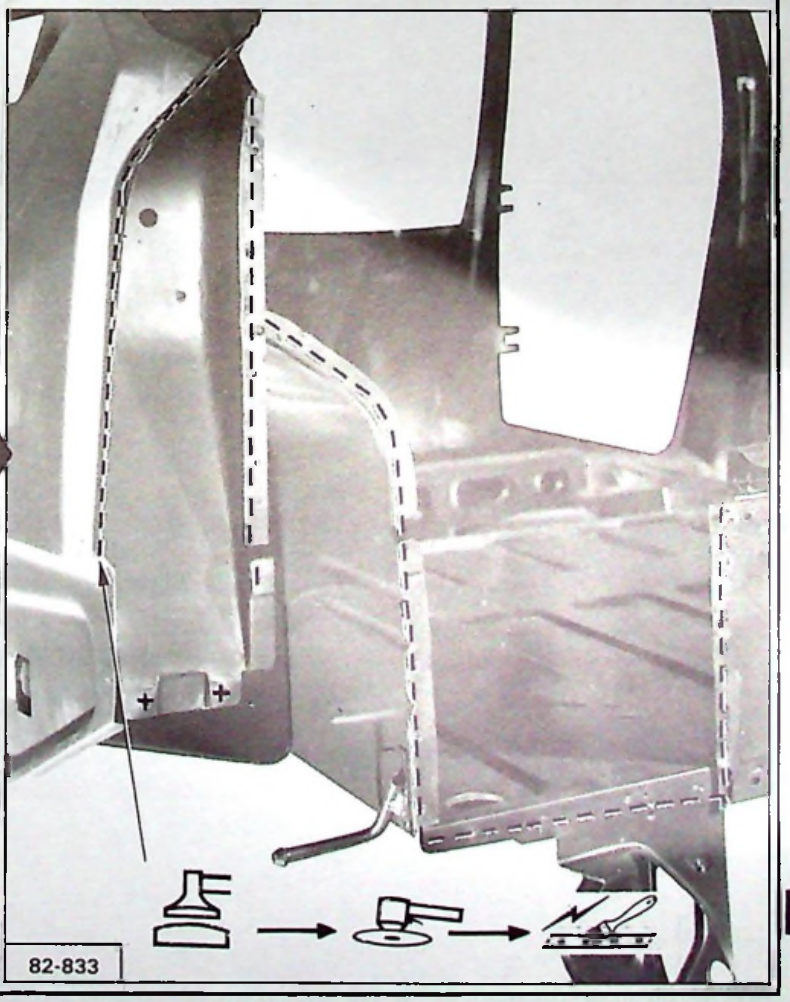
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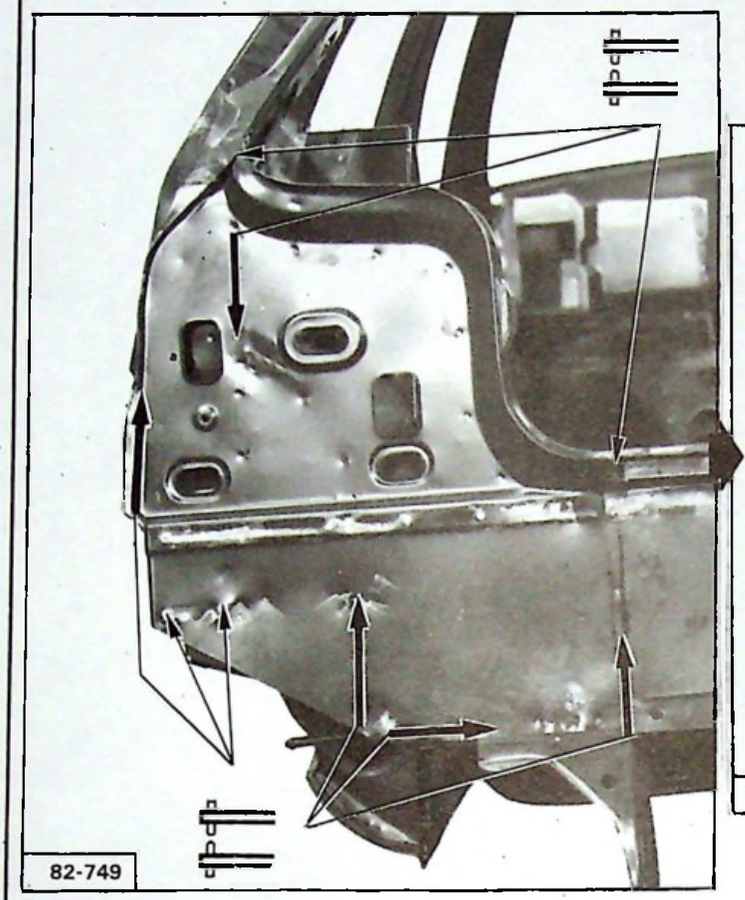
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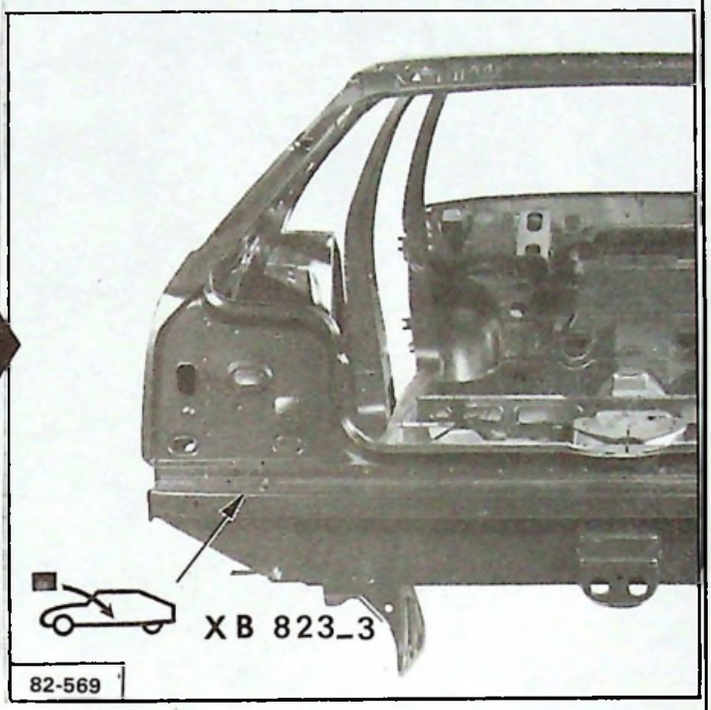
XB 823_3
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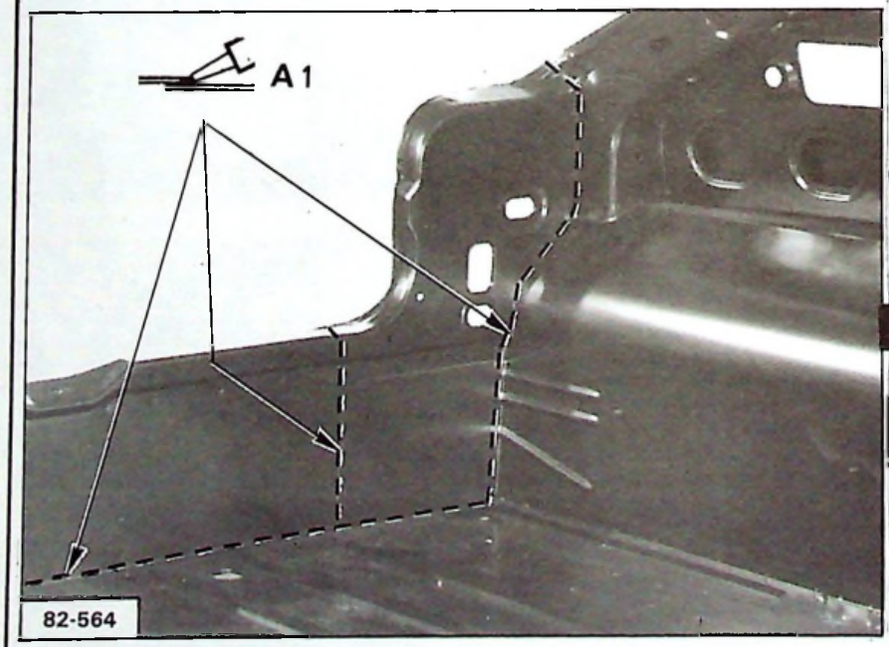
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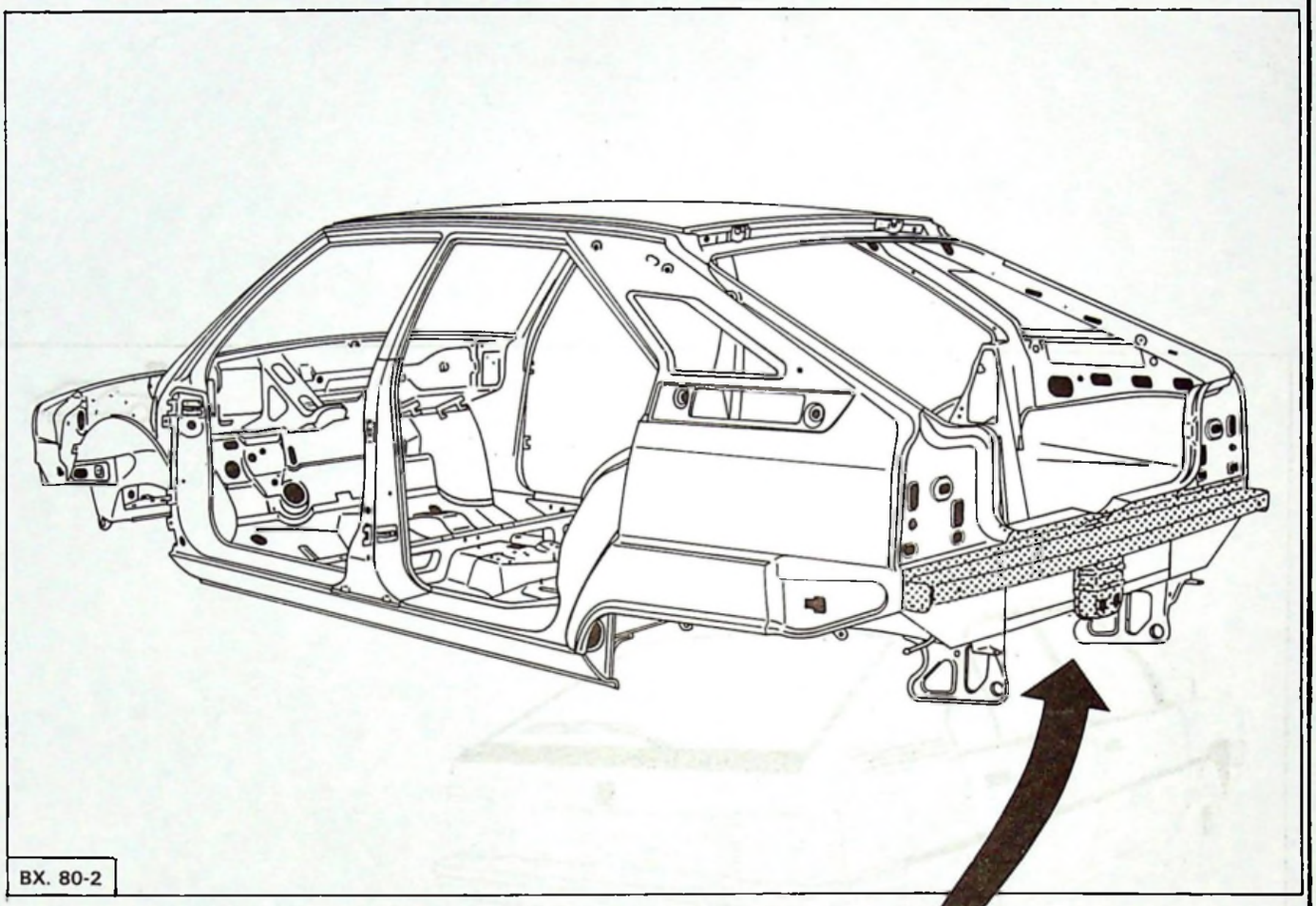
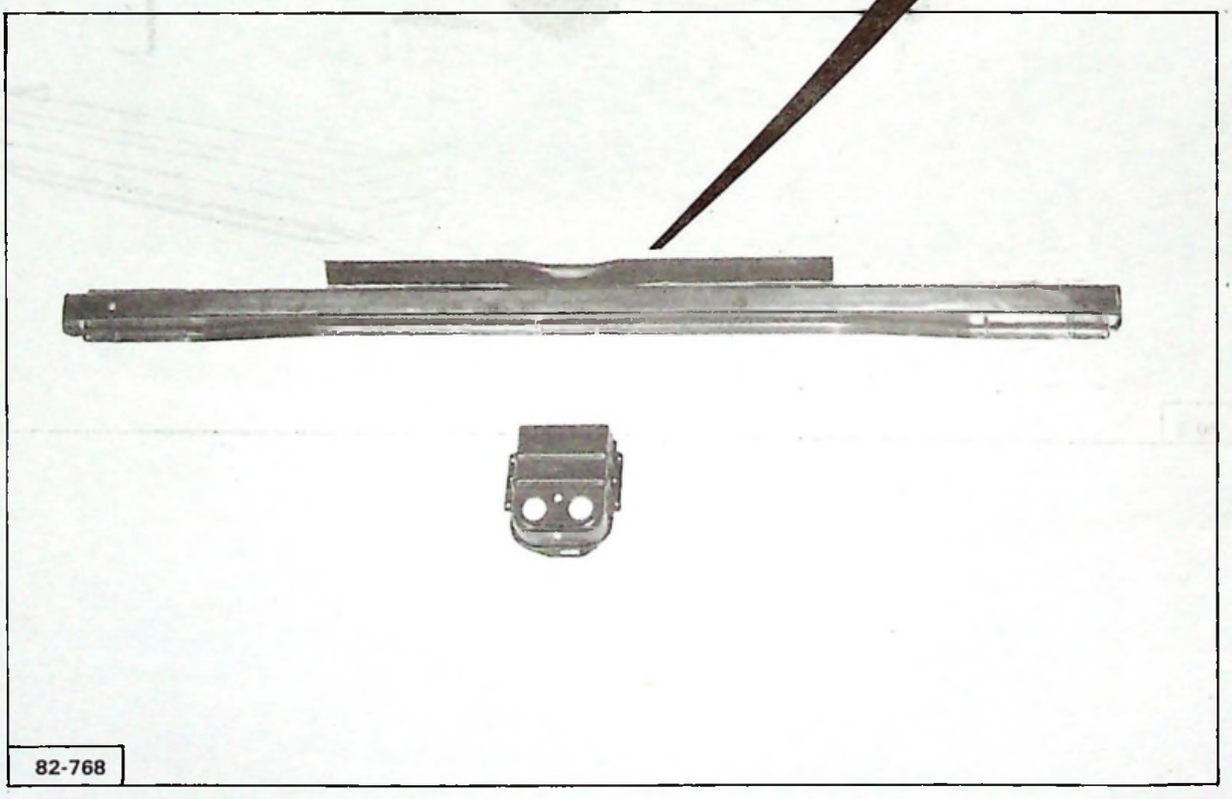
82-564

C1
82-560



BX. 80-2



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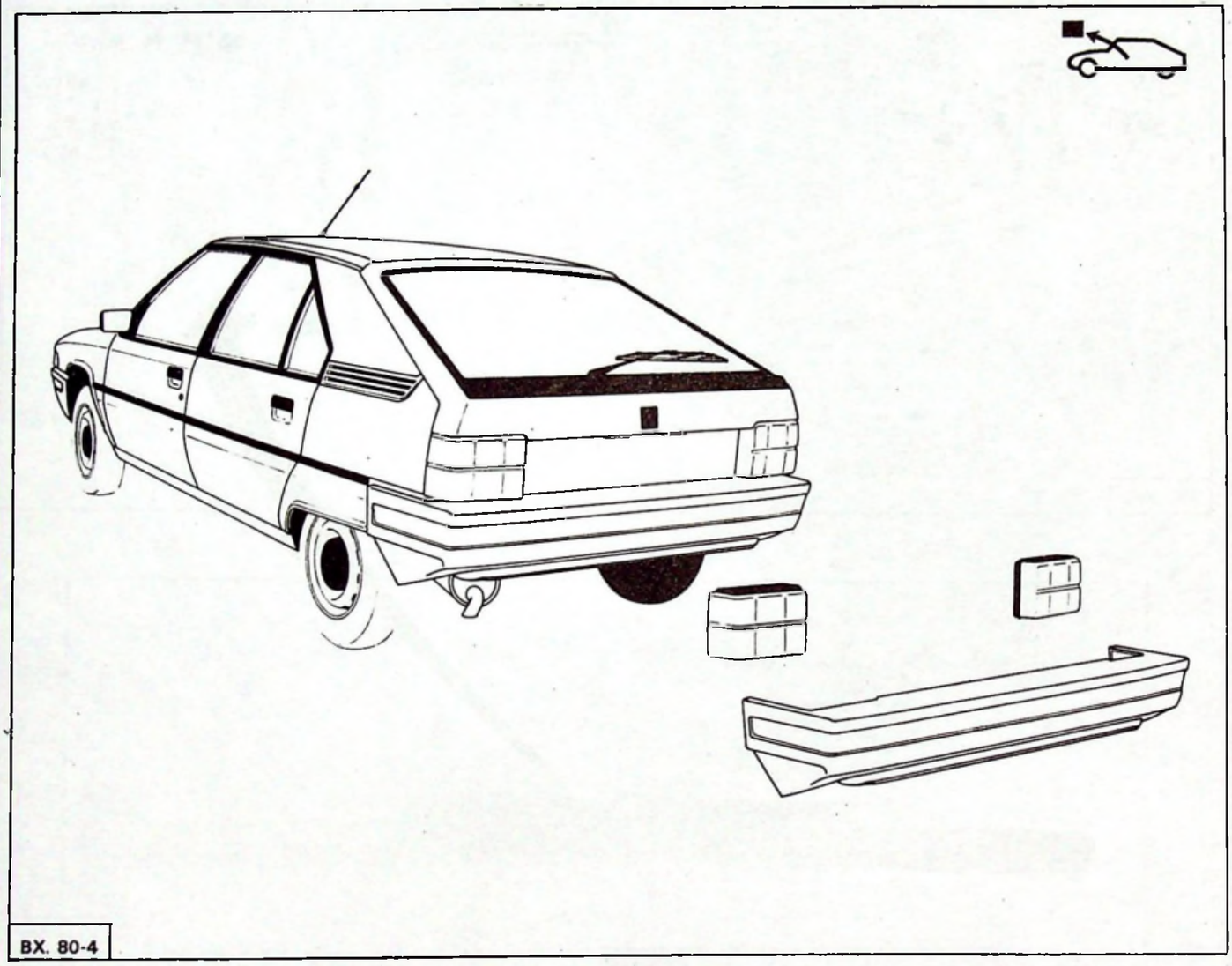
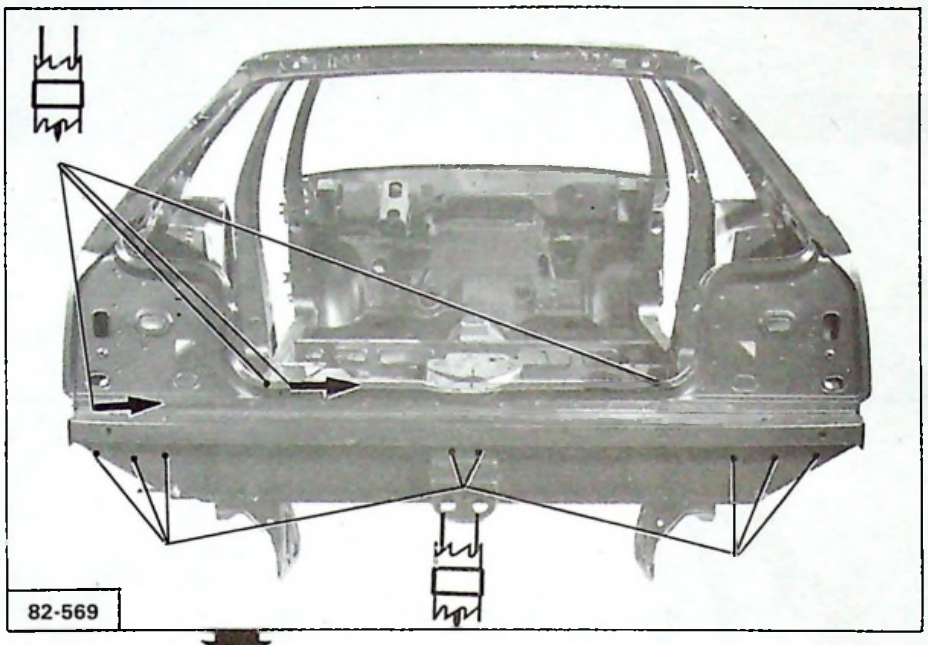


BX. 80-4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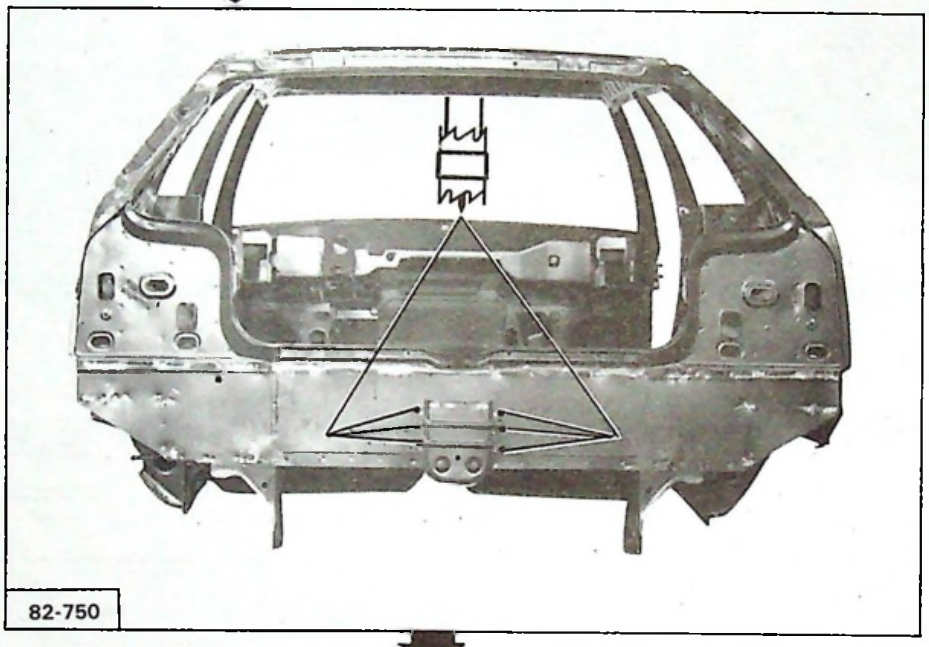
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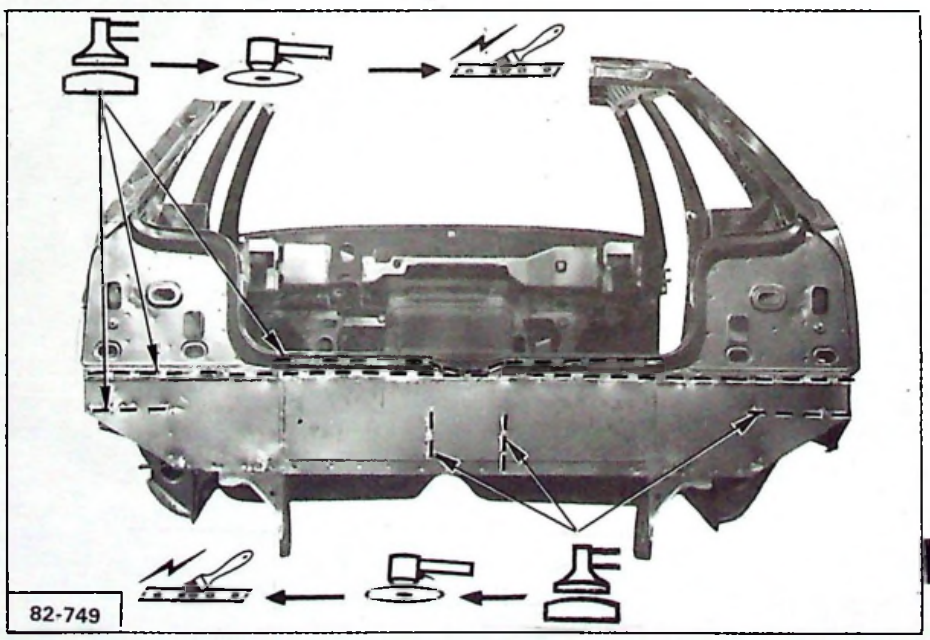
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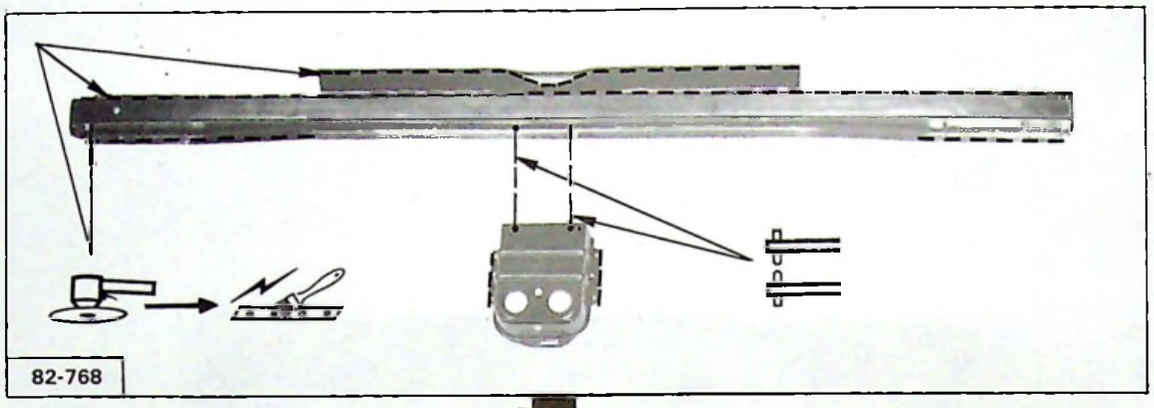
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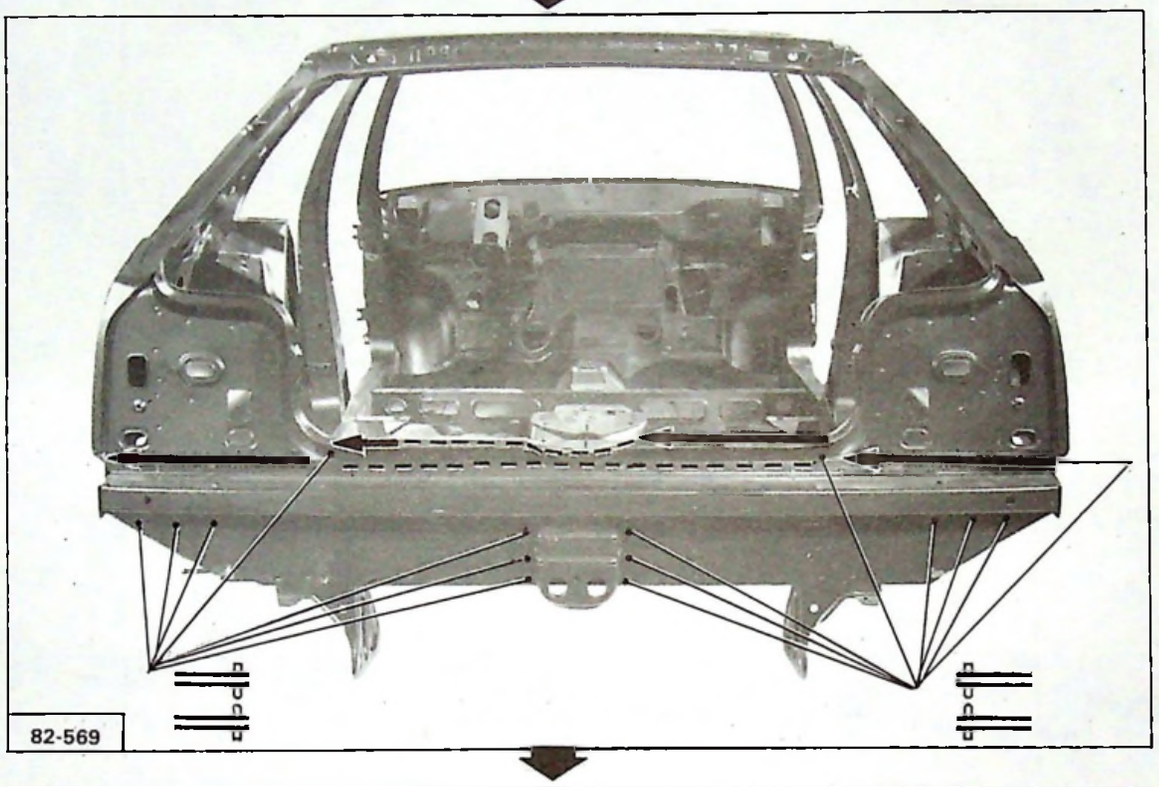
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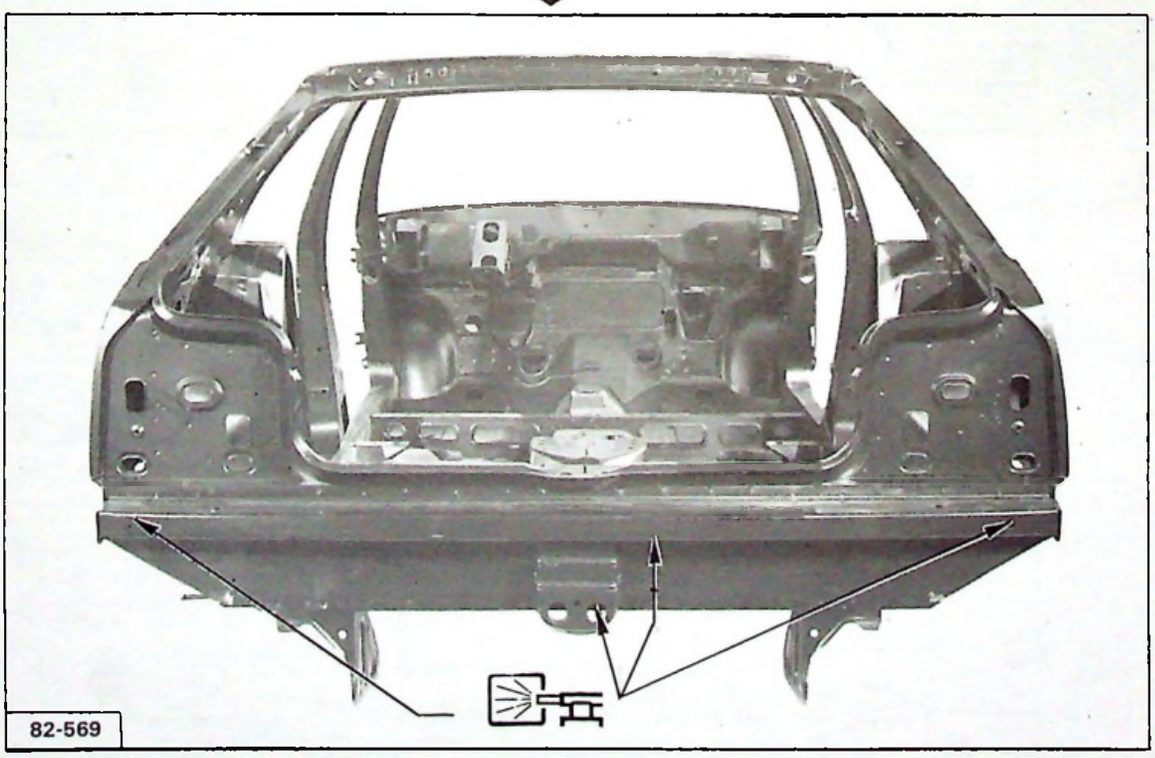
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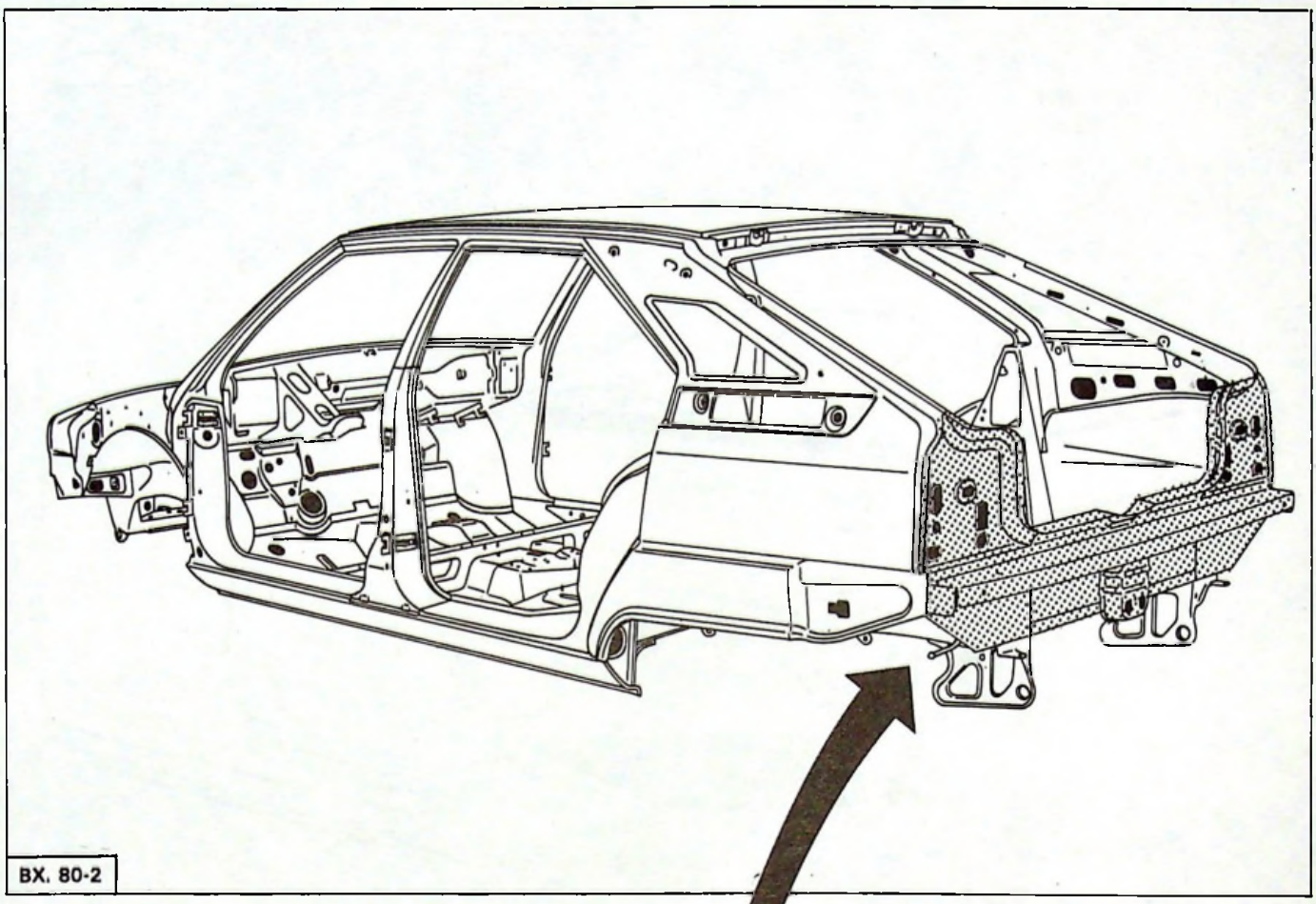
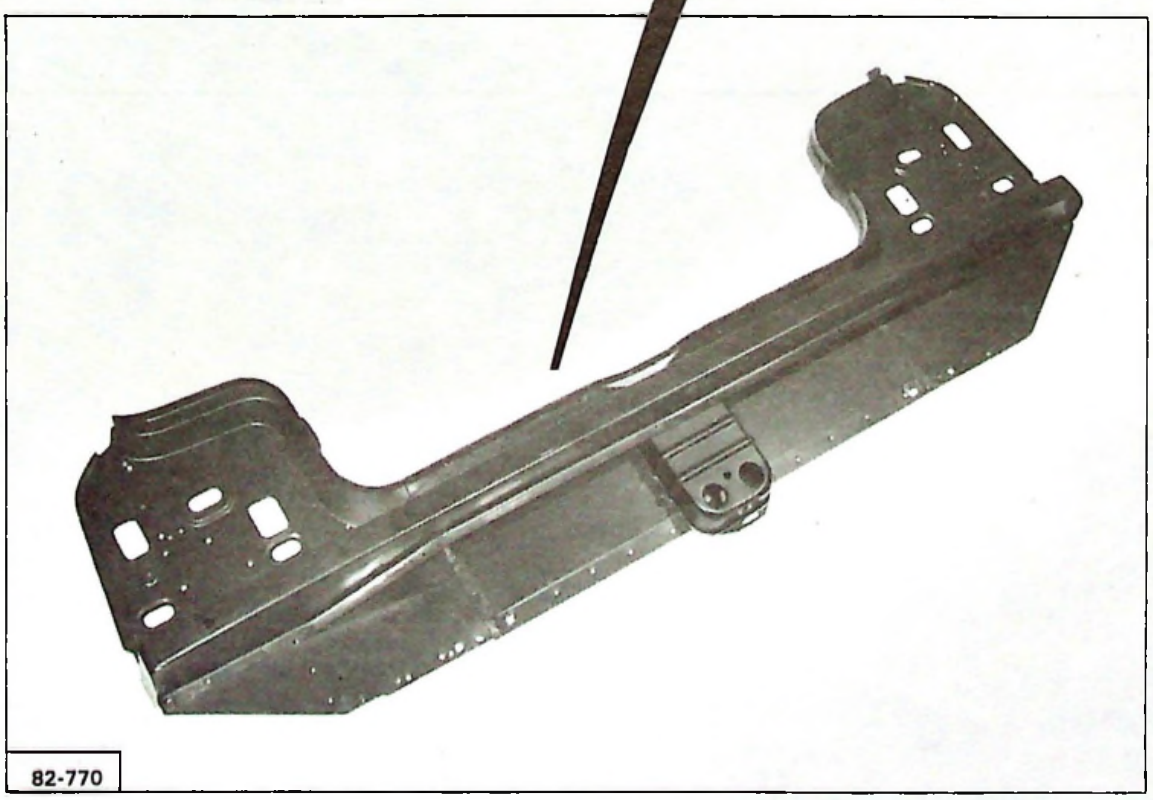


BX. 80-2



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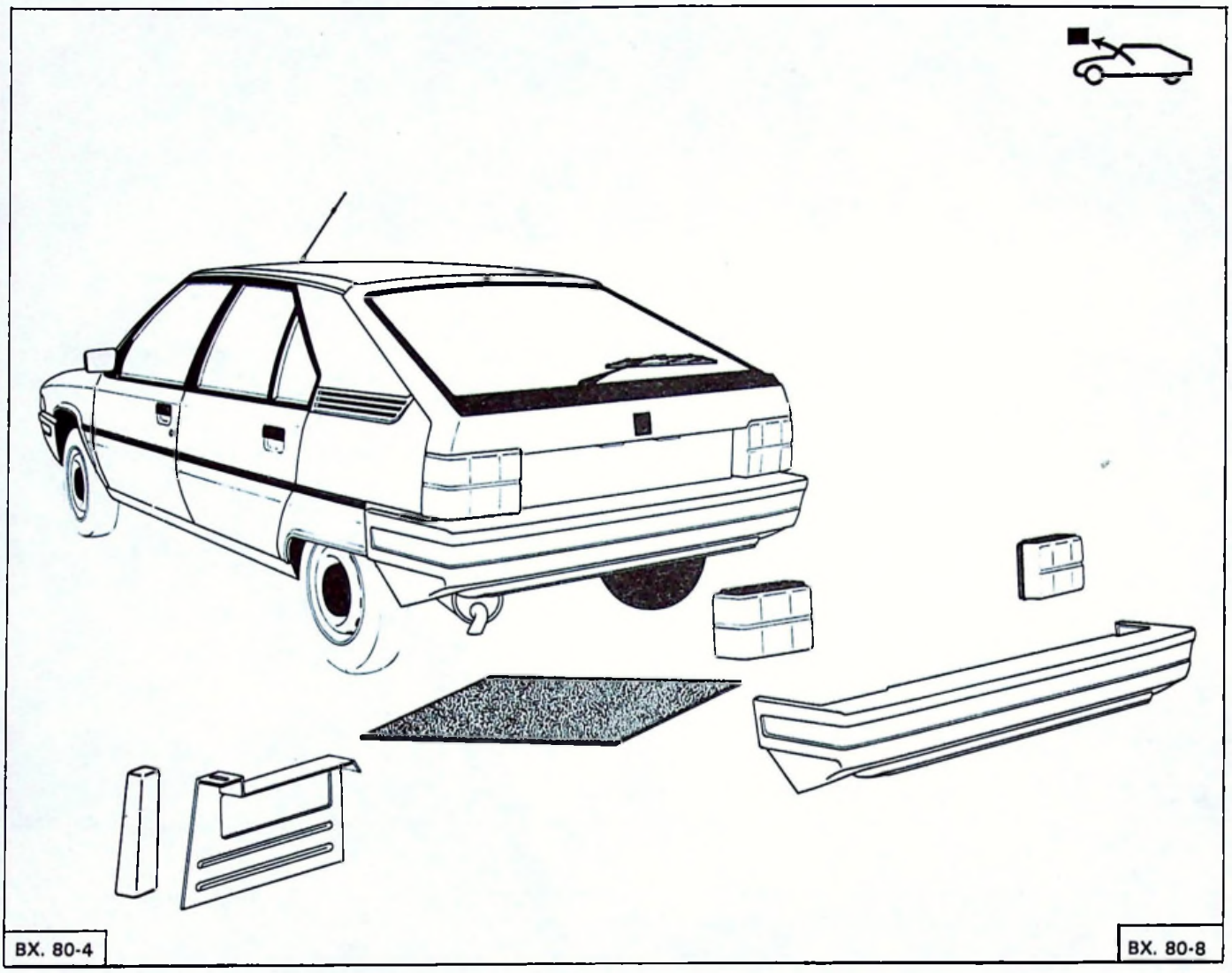
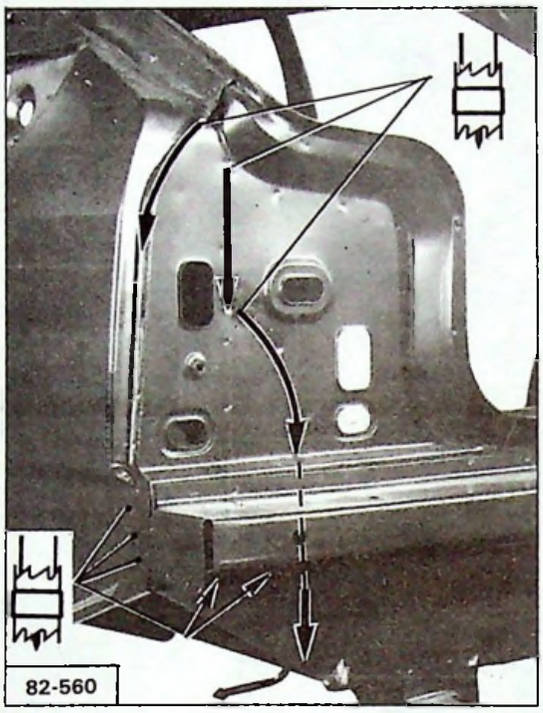


BX. 80-4

BX. 80-8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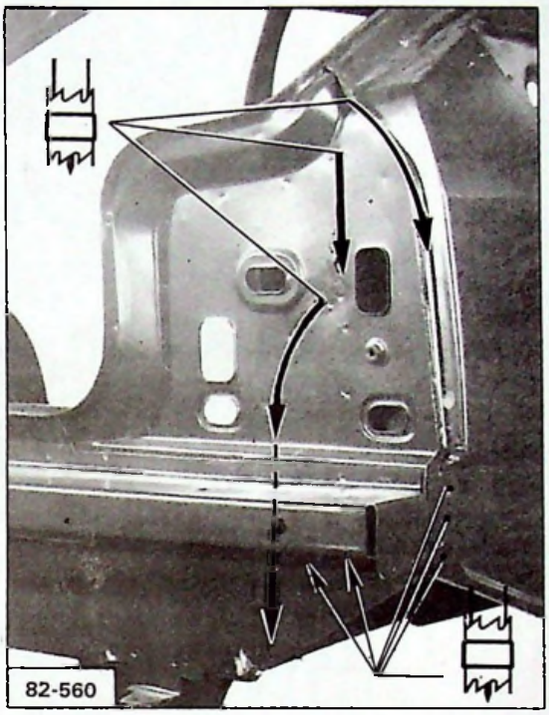
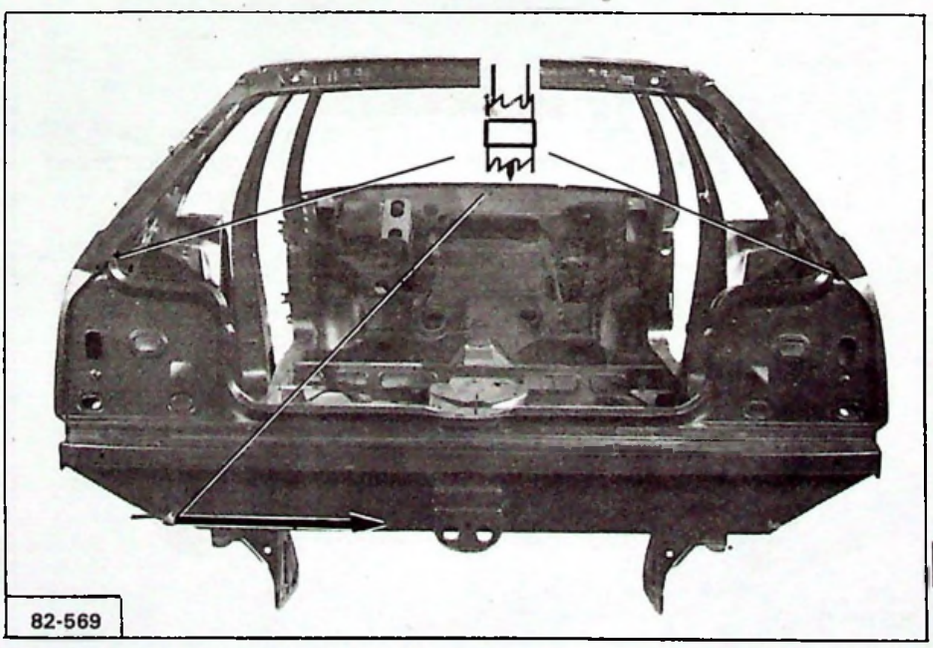

82-560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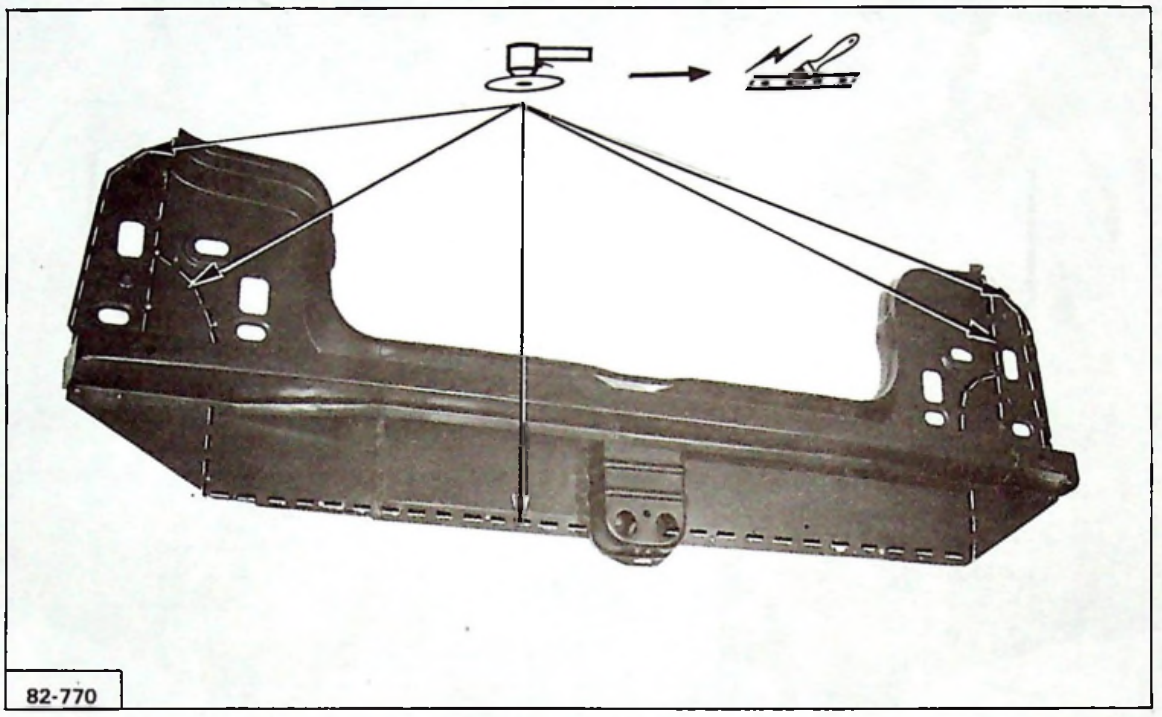
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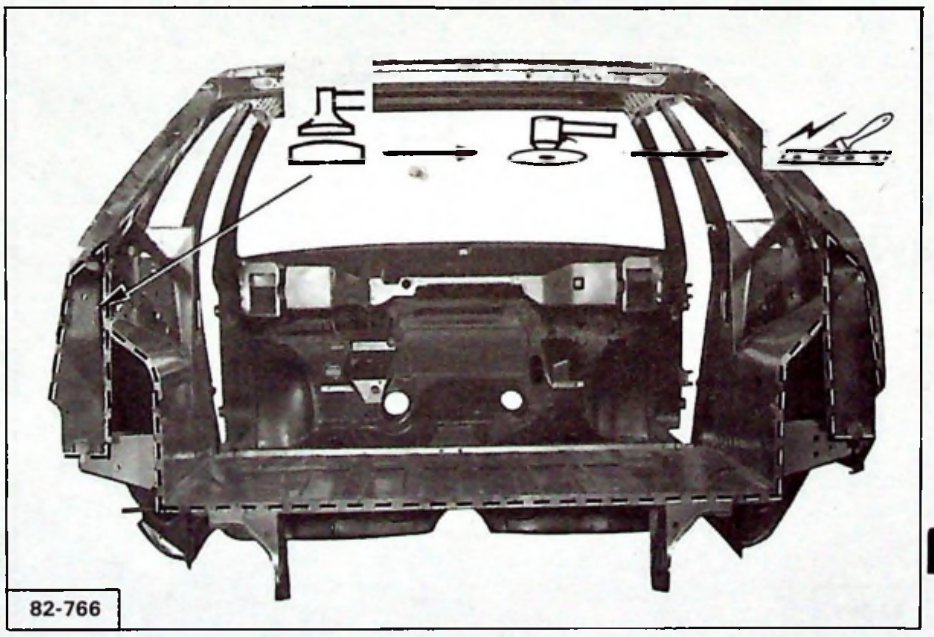
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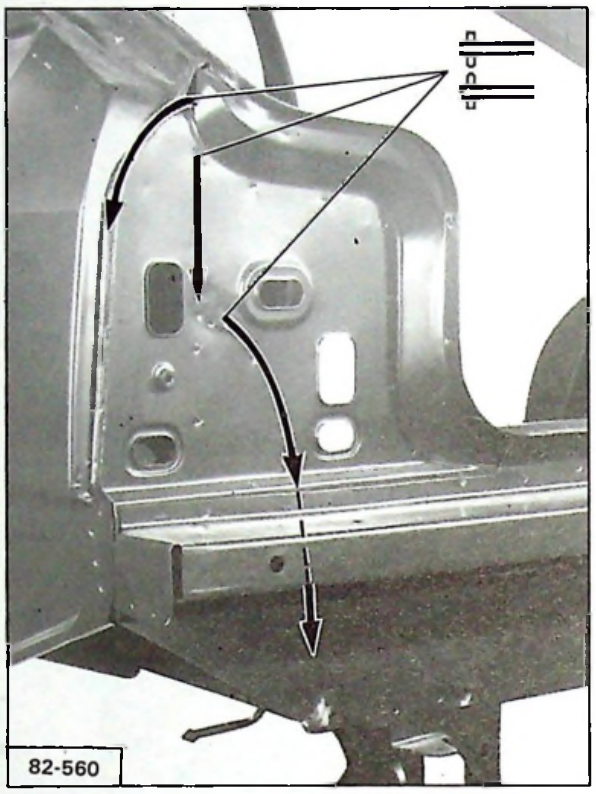
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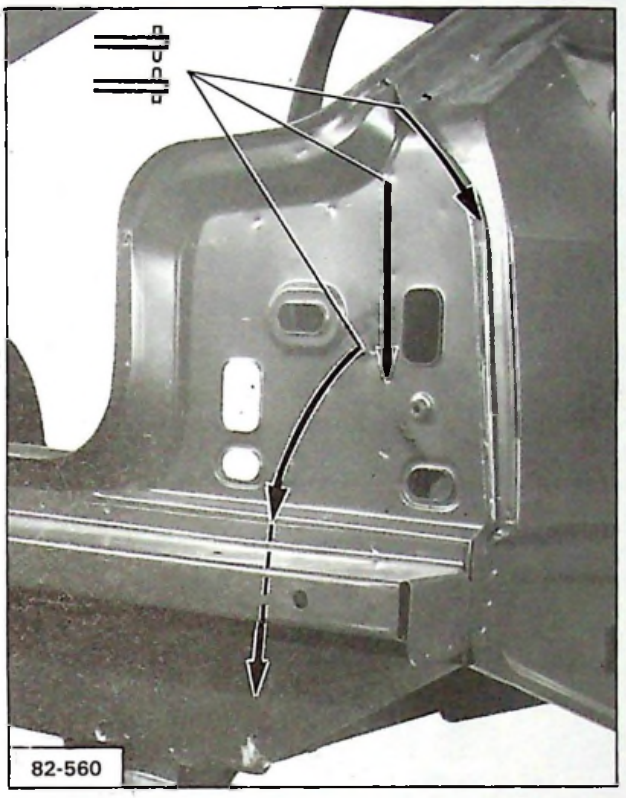
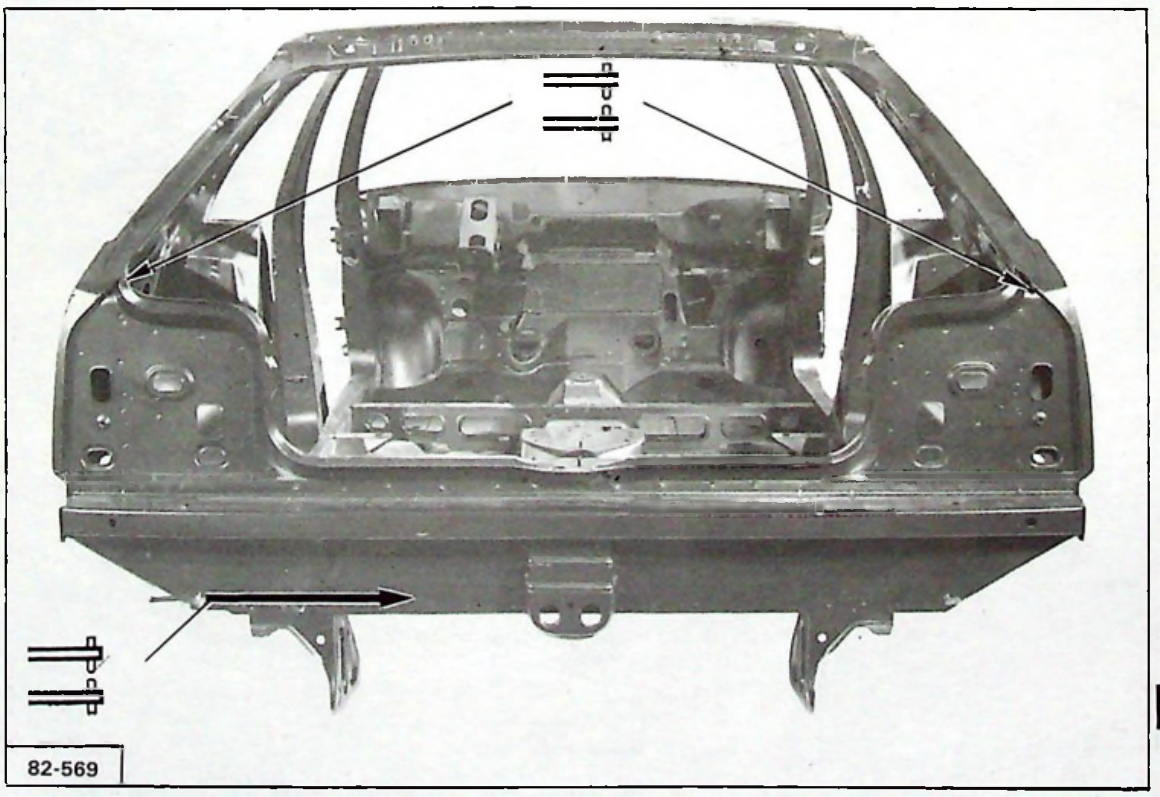

82-560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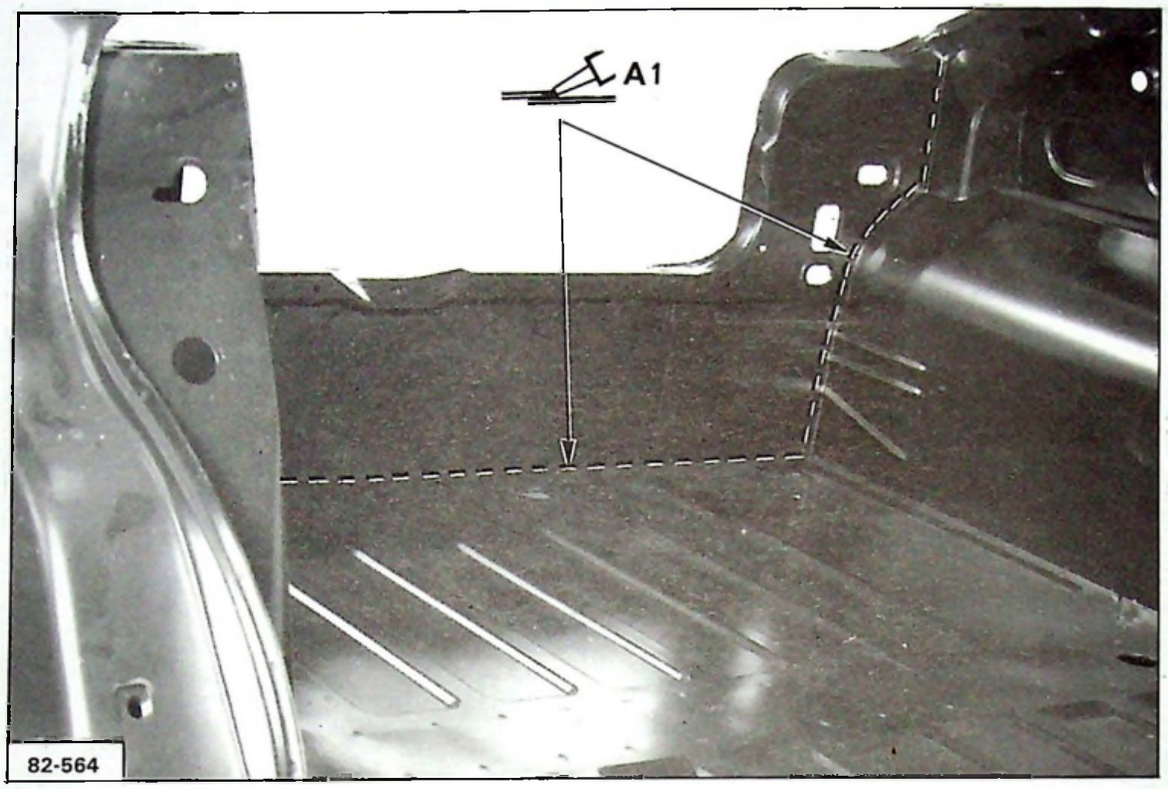
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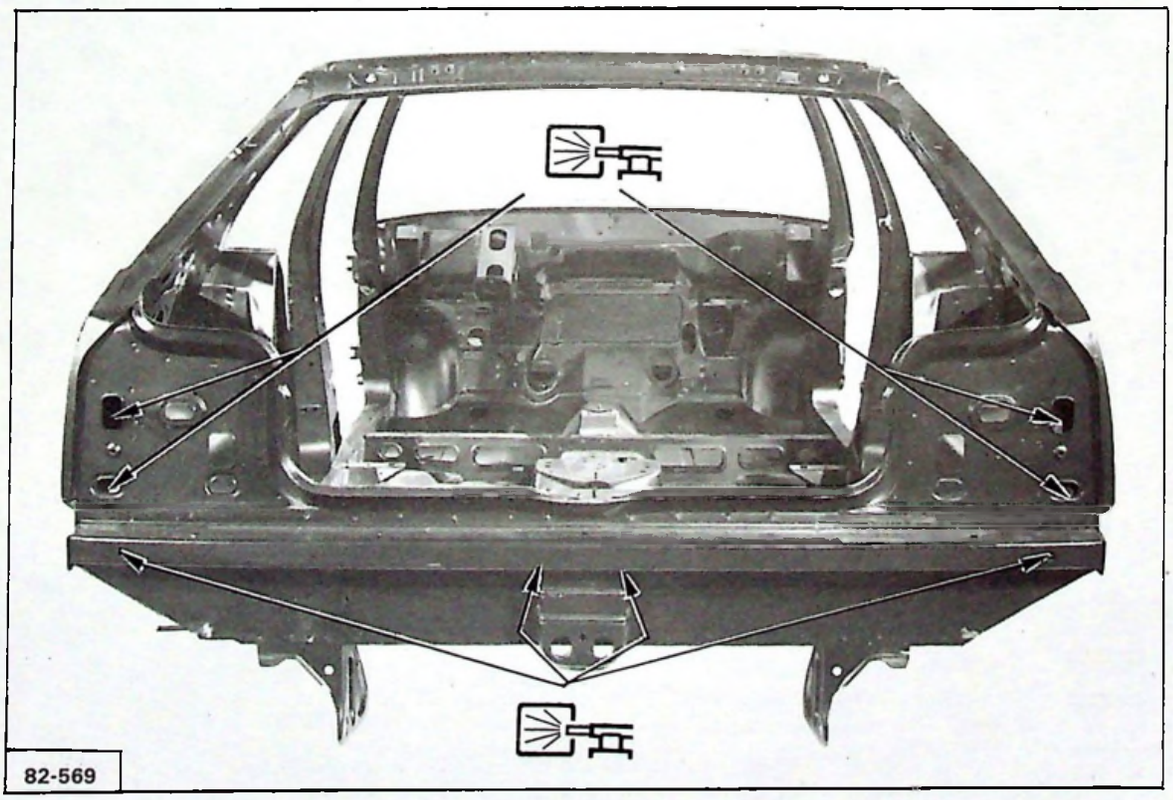
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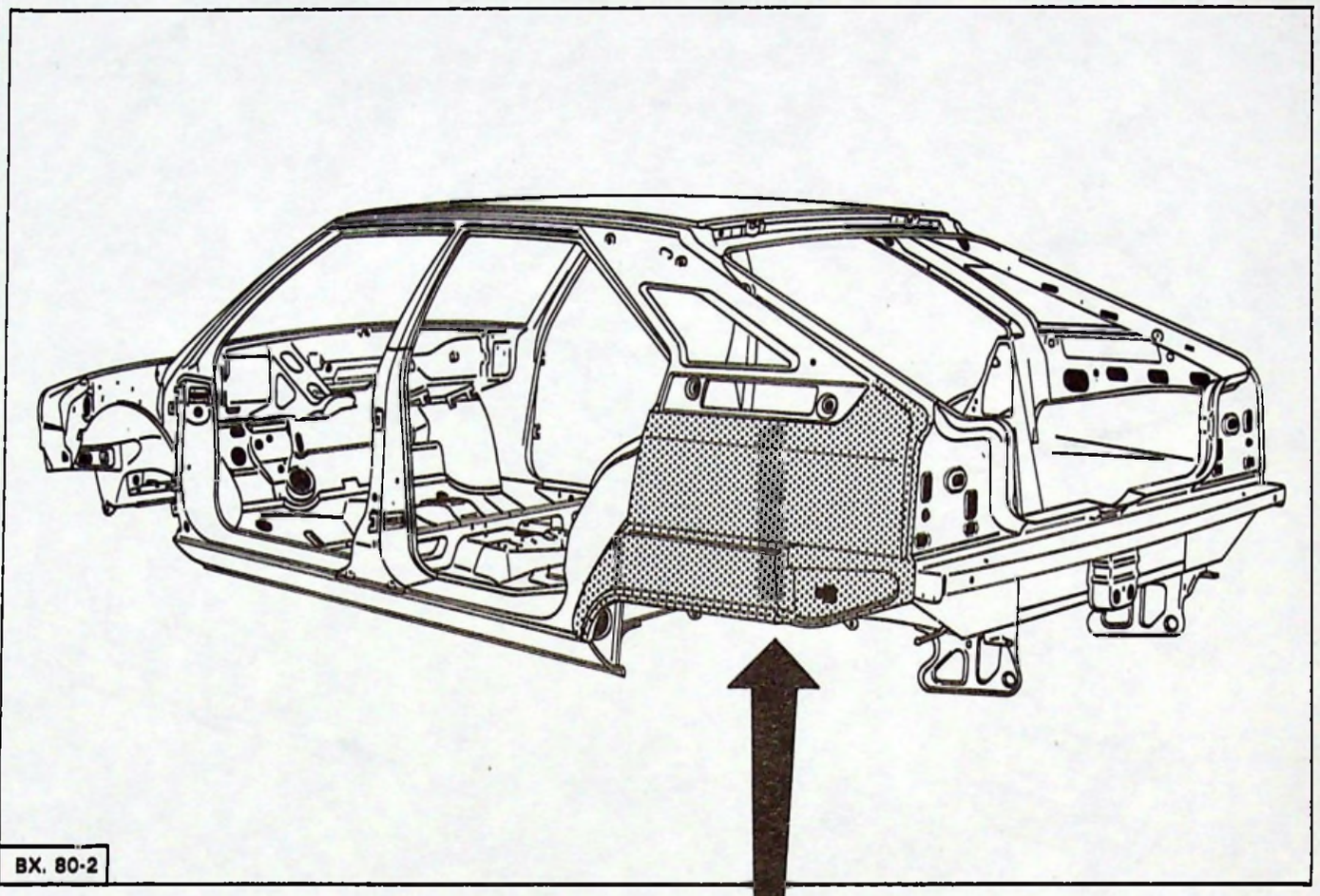
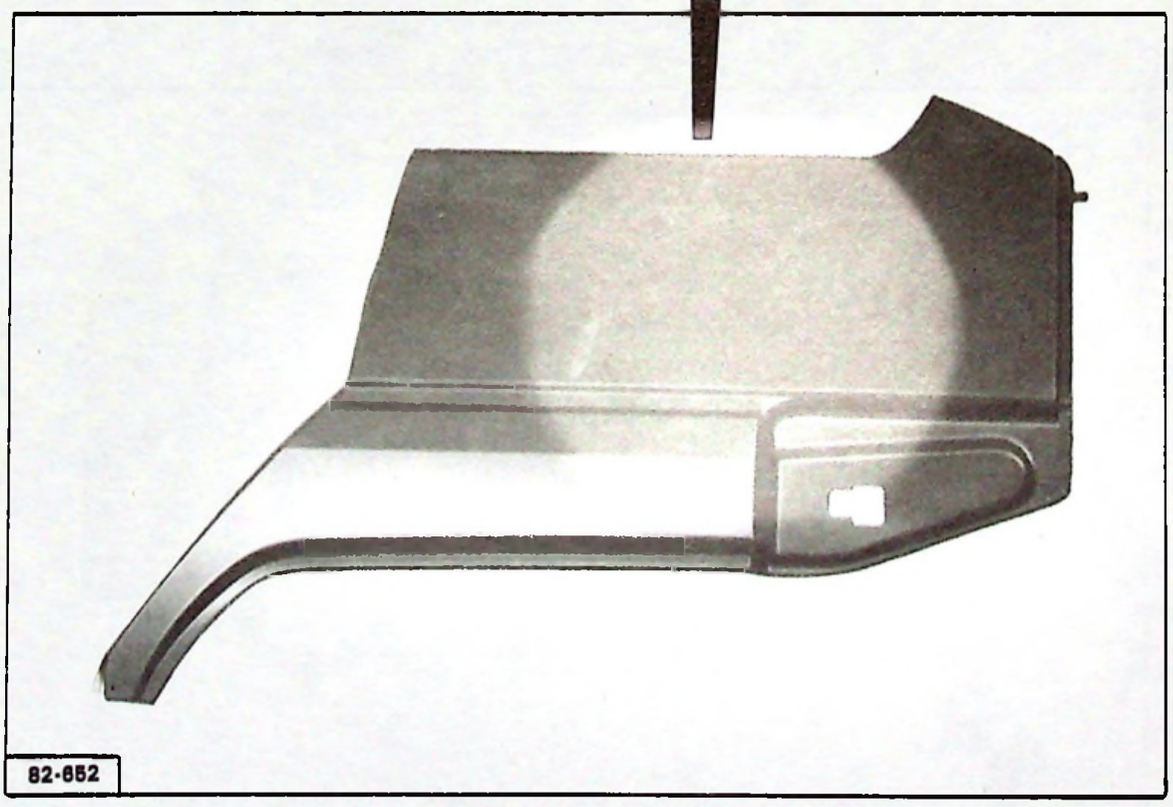


BX. 80-2



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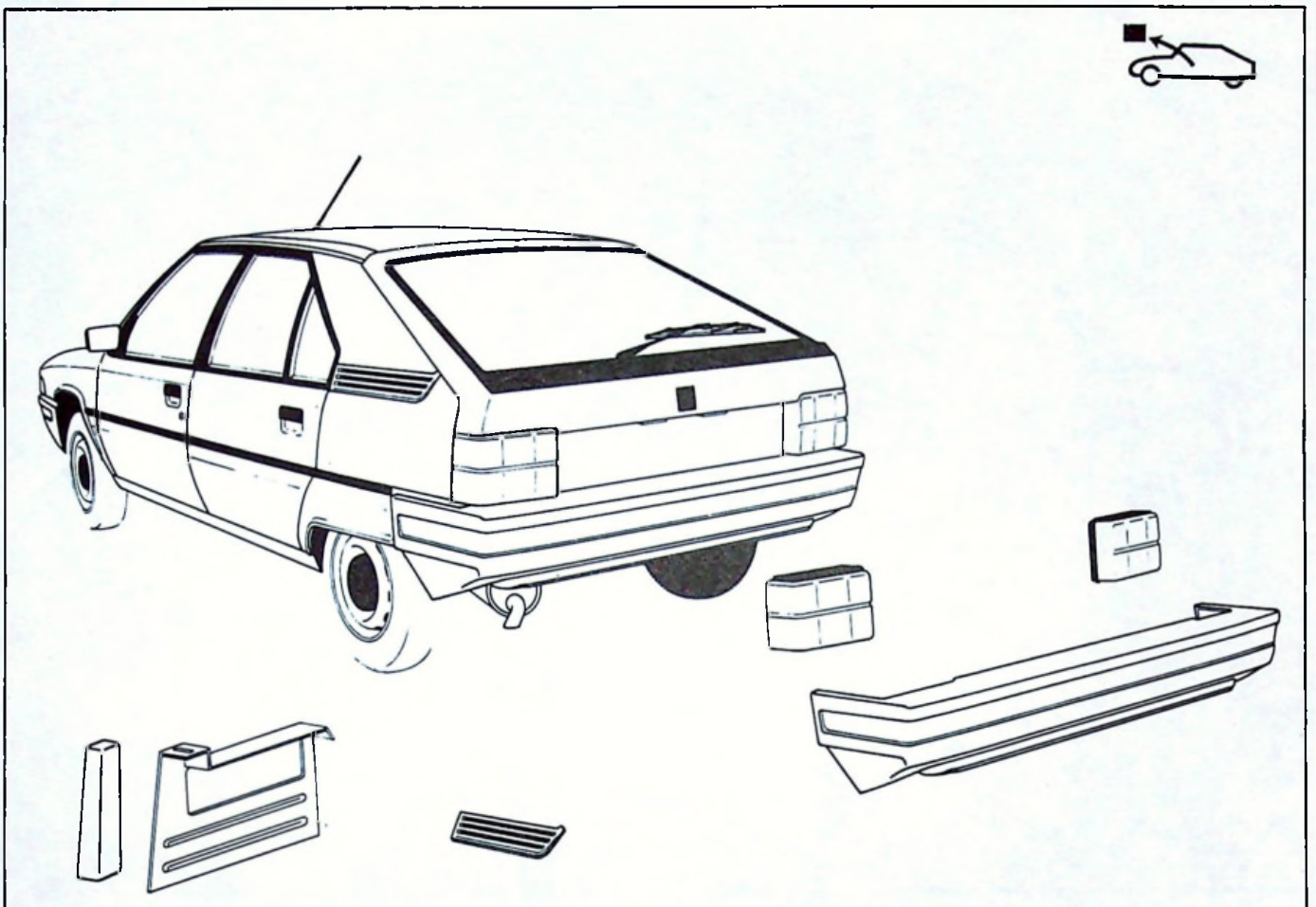
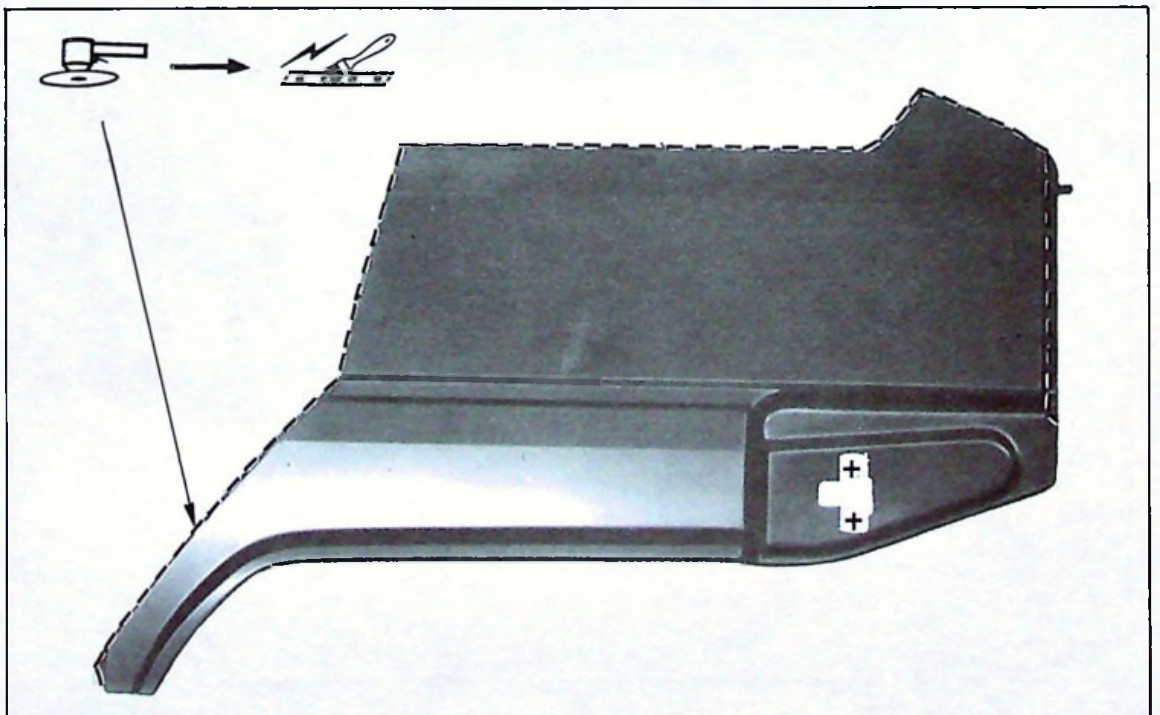


BX. 80-4

BX. 80-8



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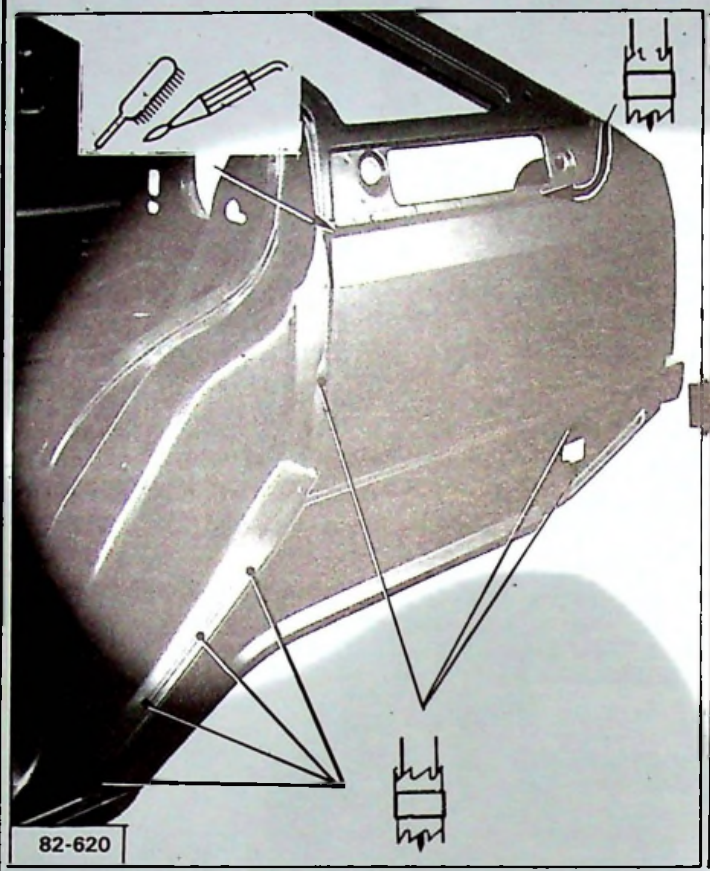
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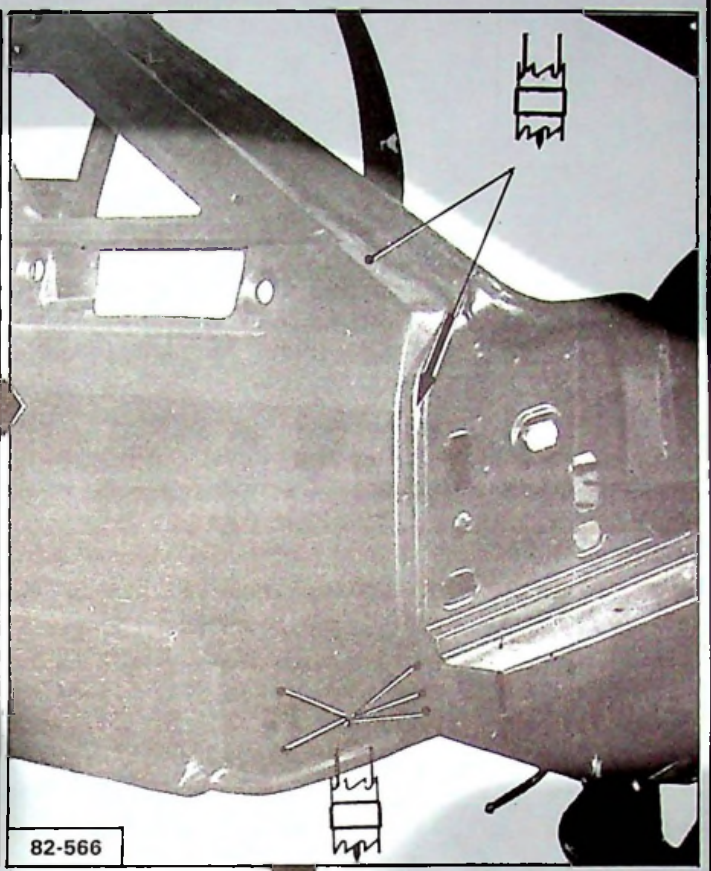
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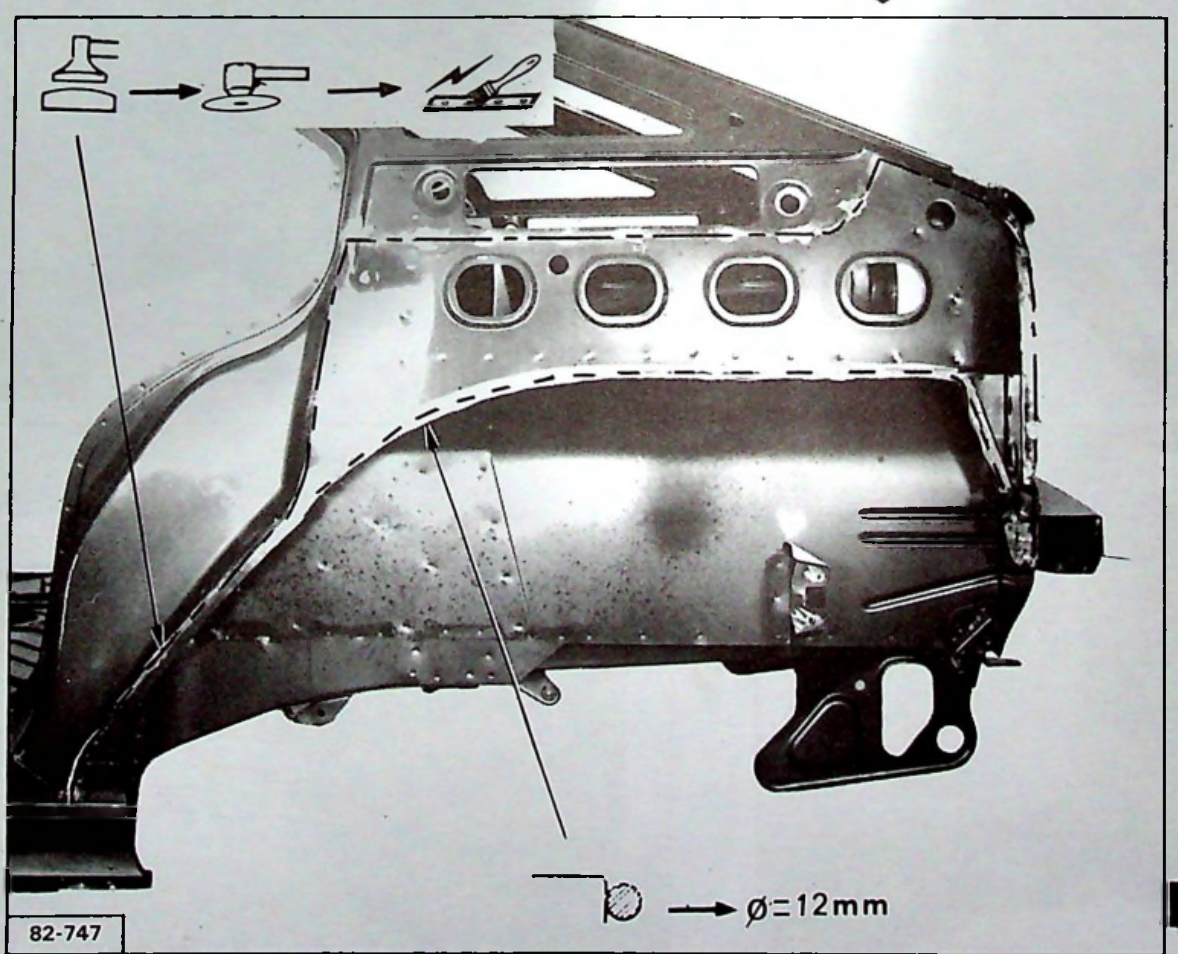
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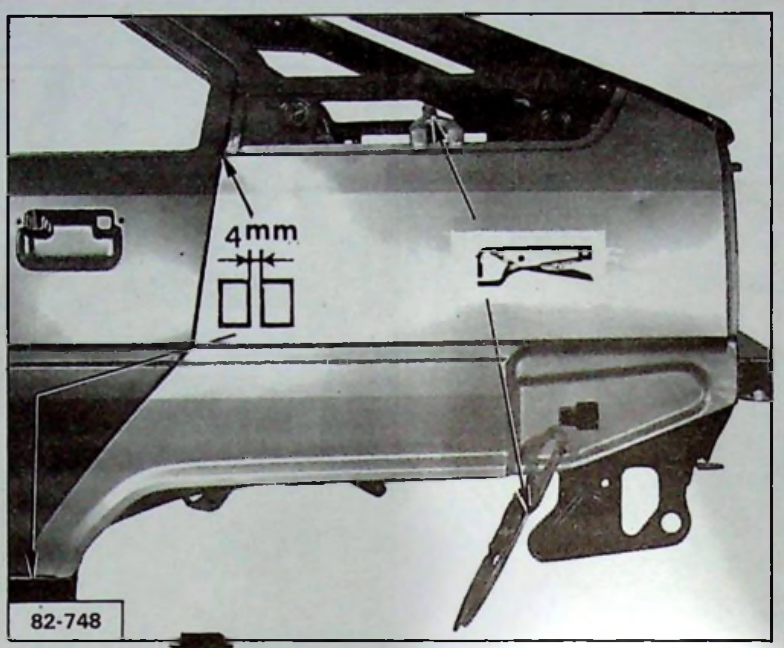
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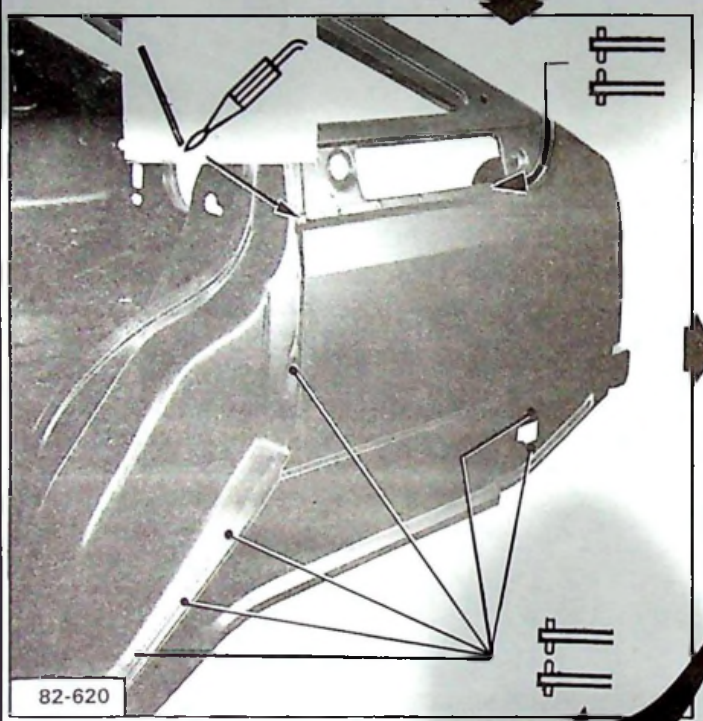
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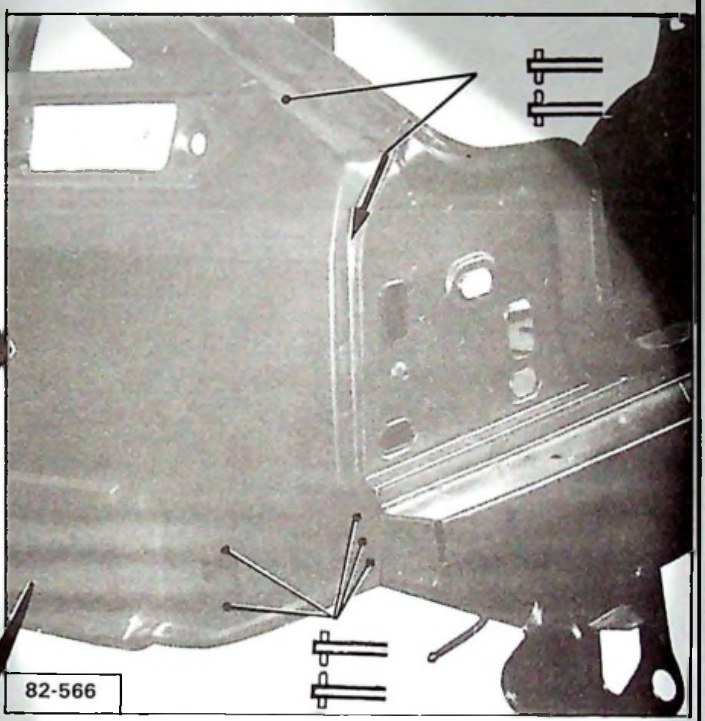
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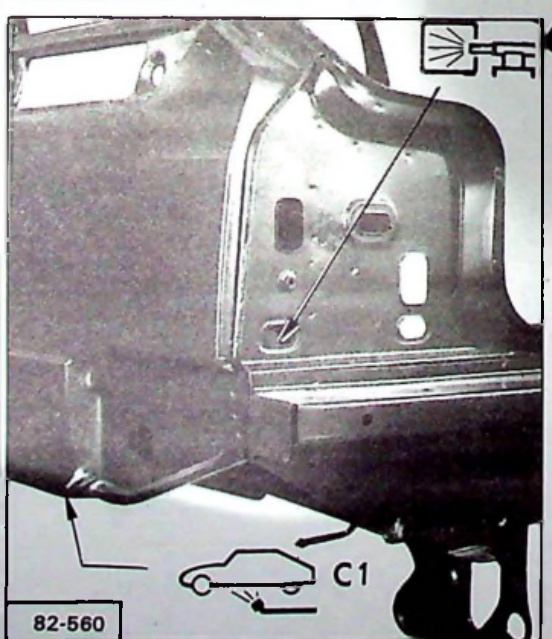
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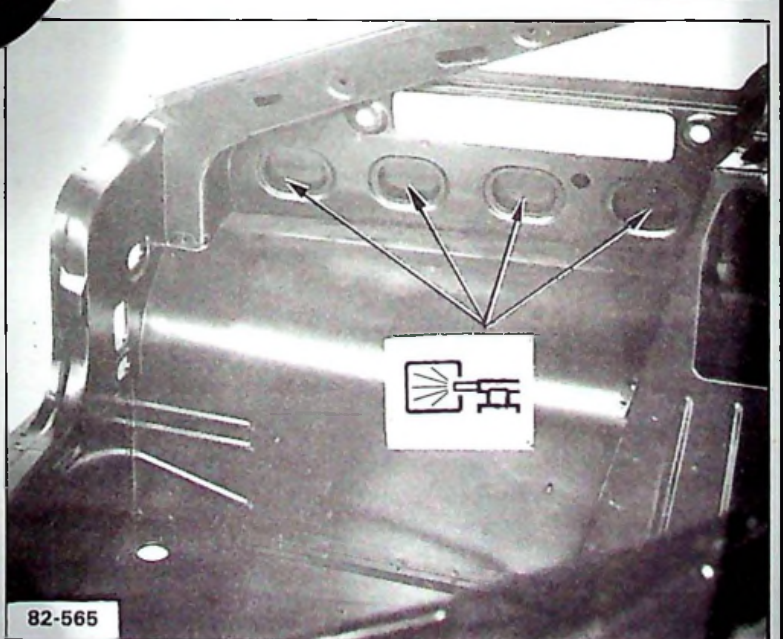
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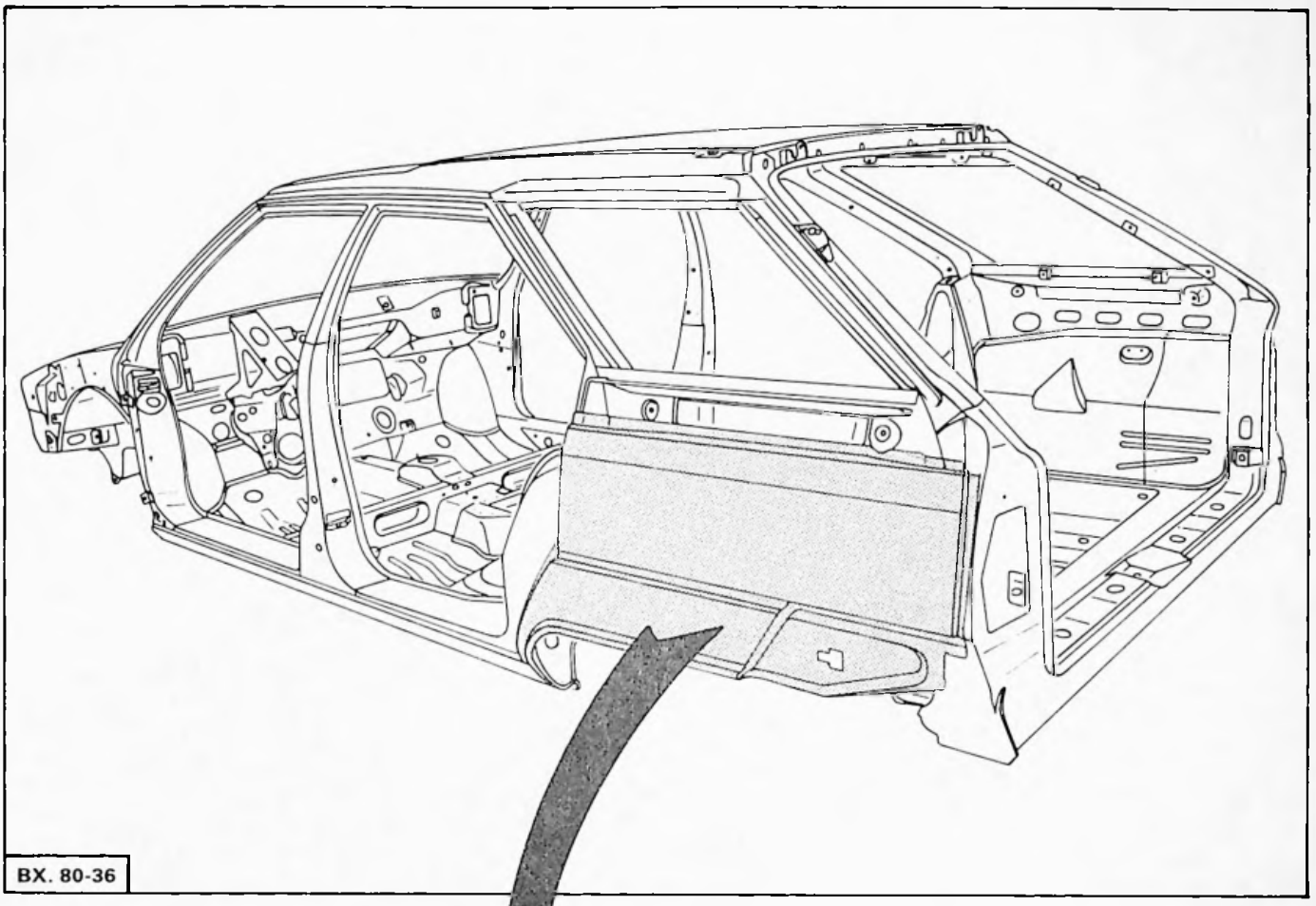
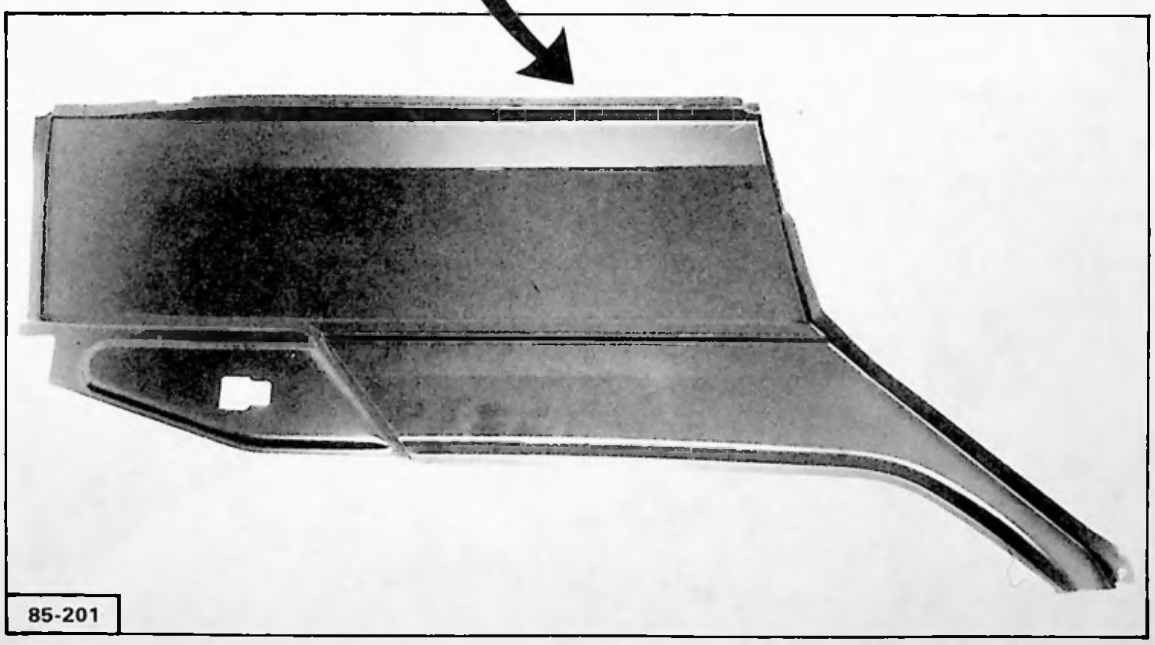


BX. 80-36



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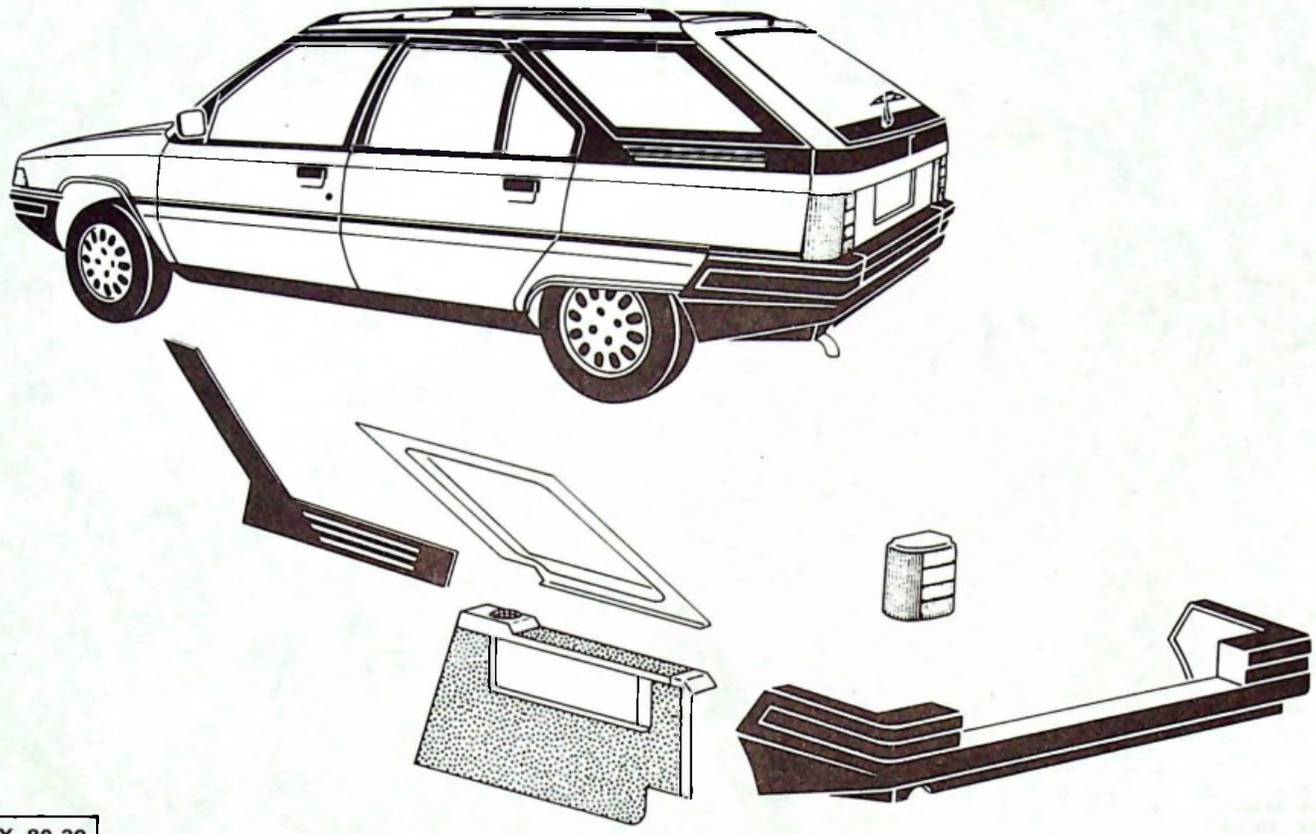
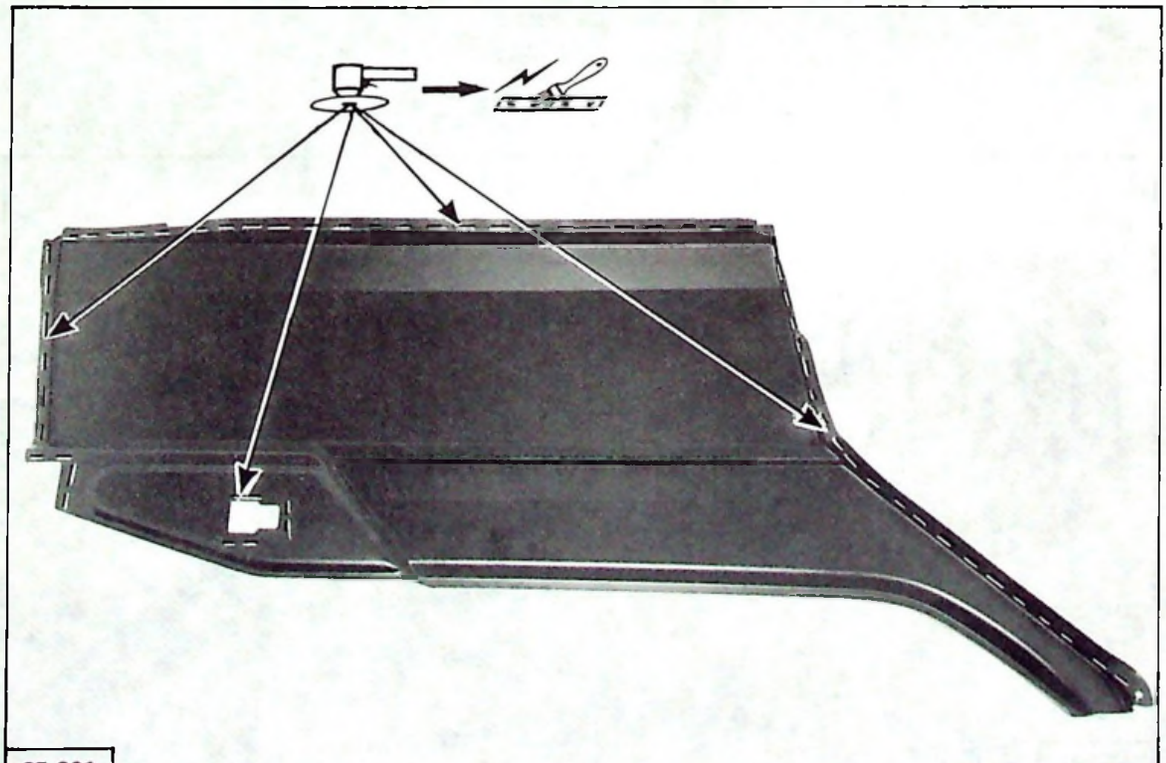


BX. 80-39



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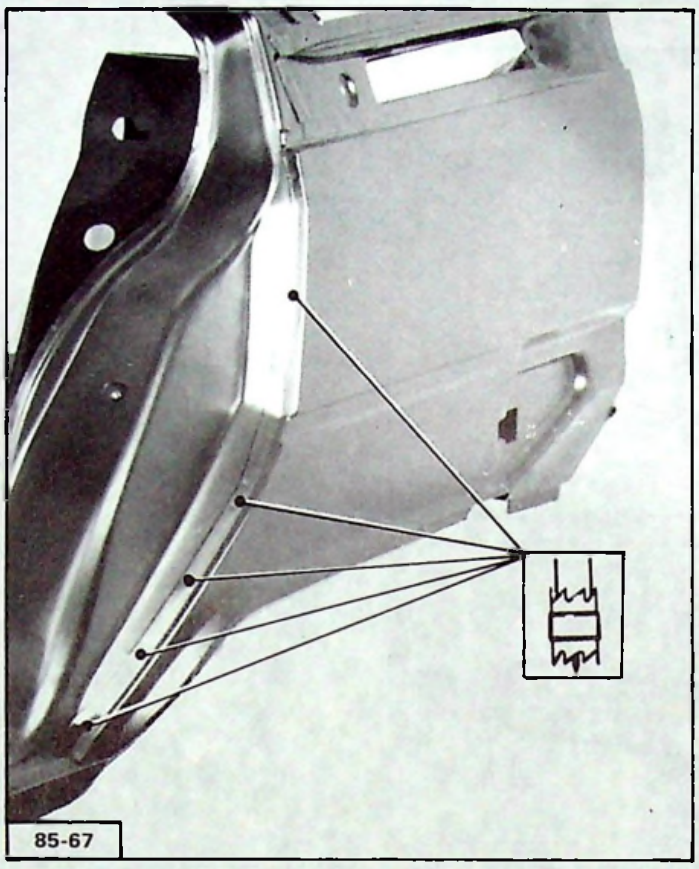
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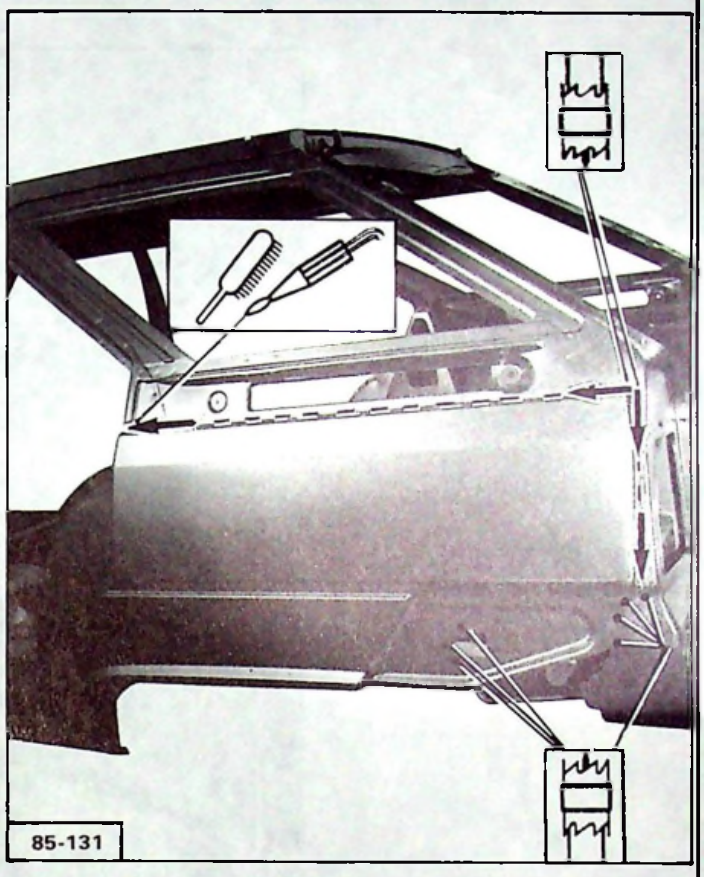
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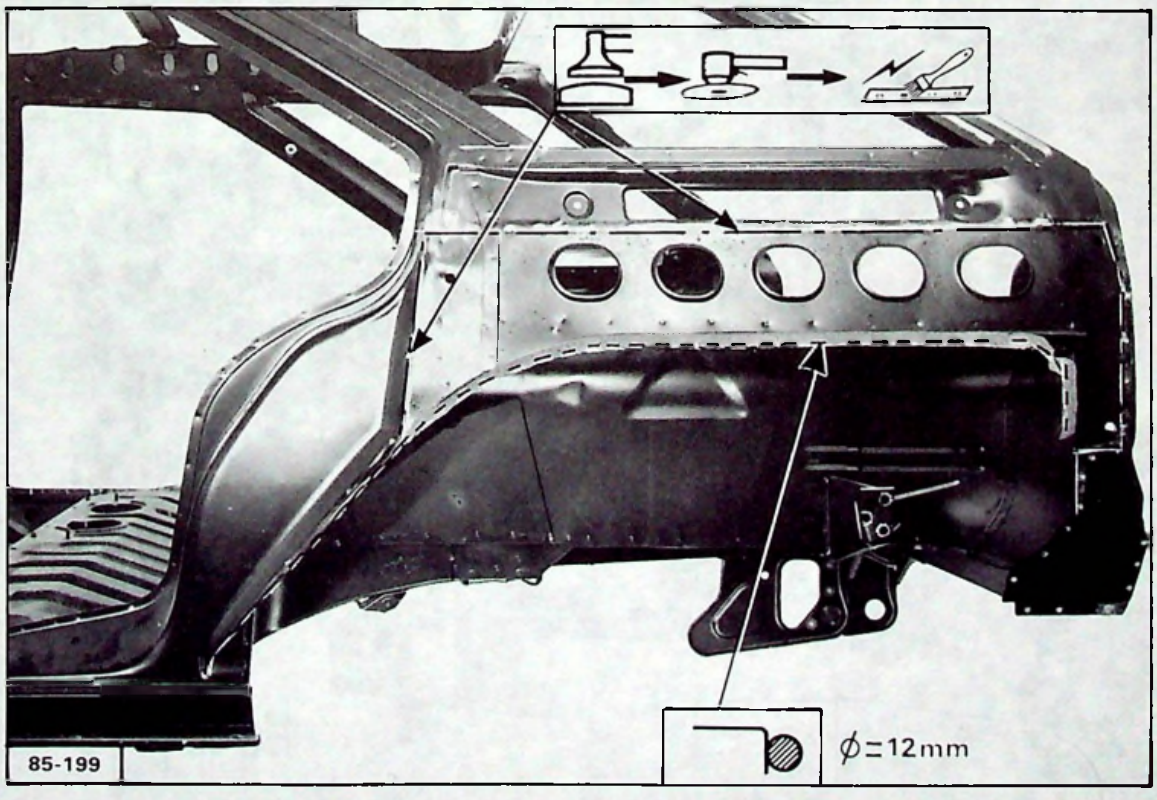
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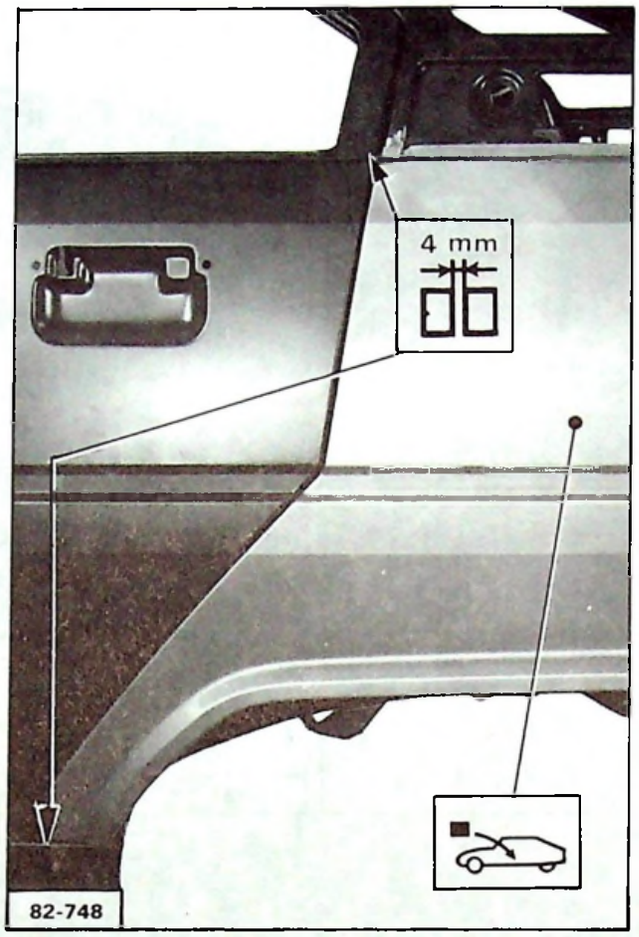
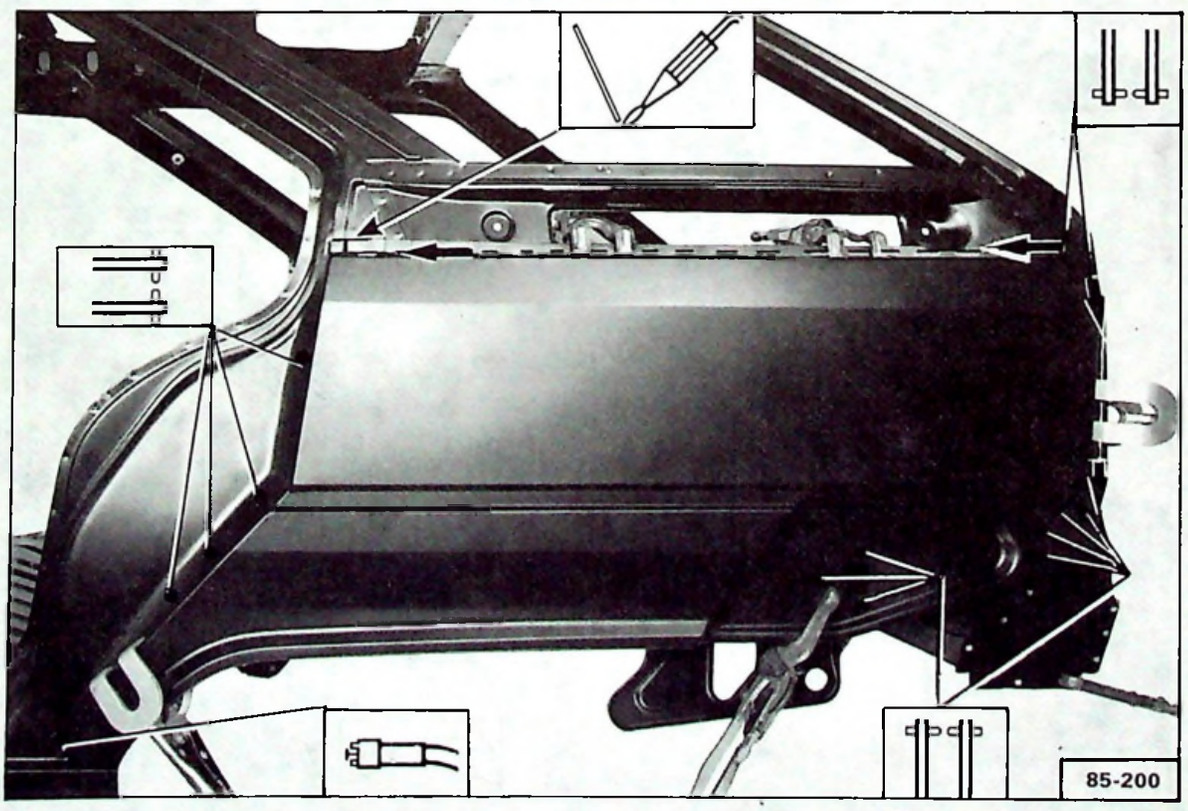

4 mm
82-748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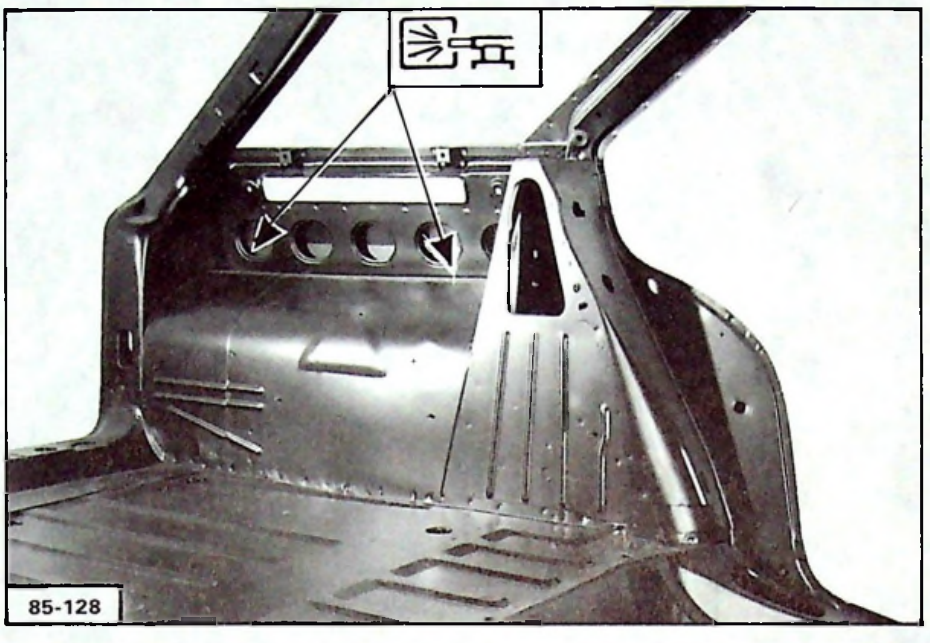
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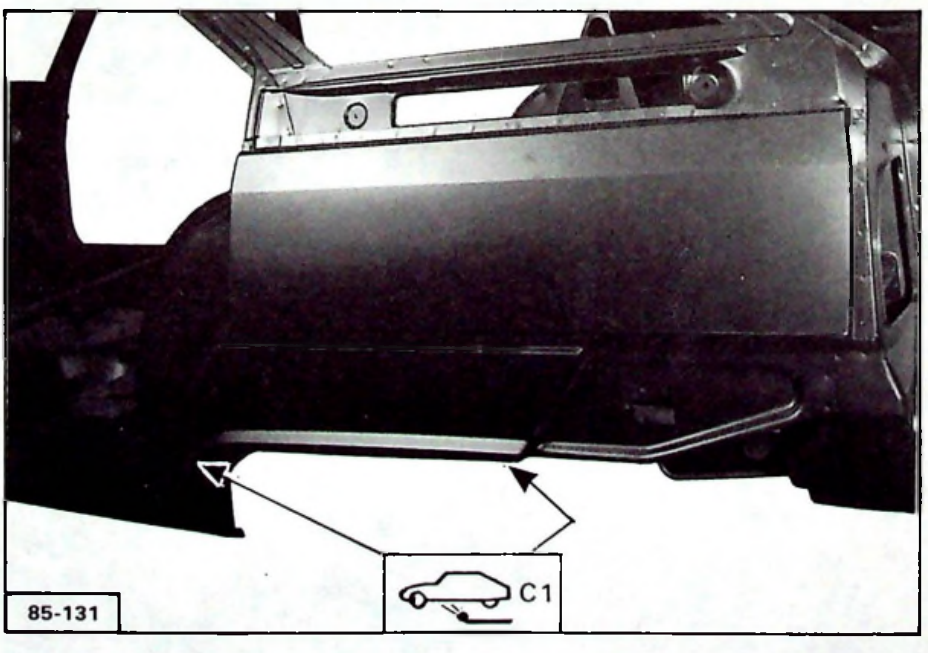
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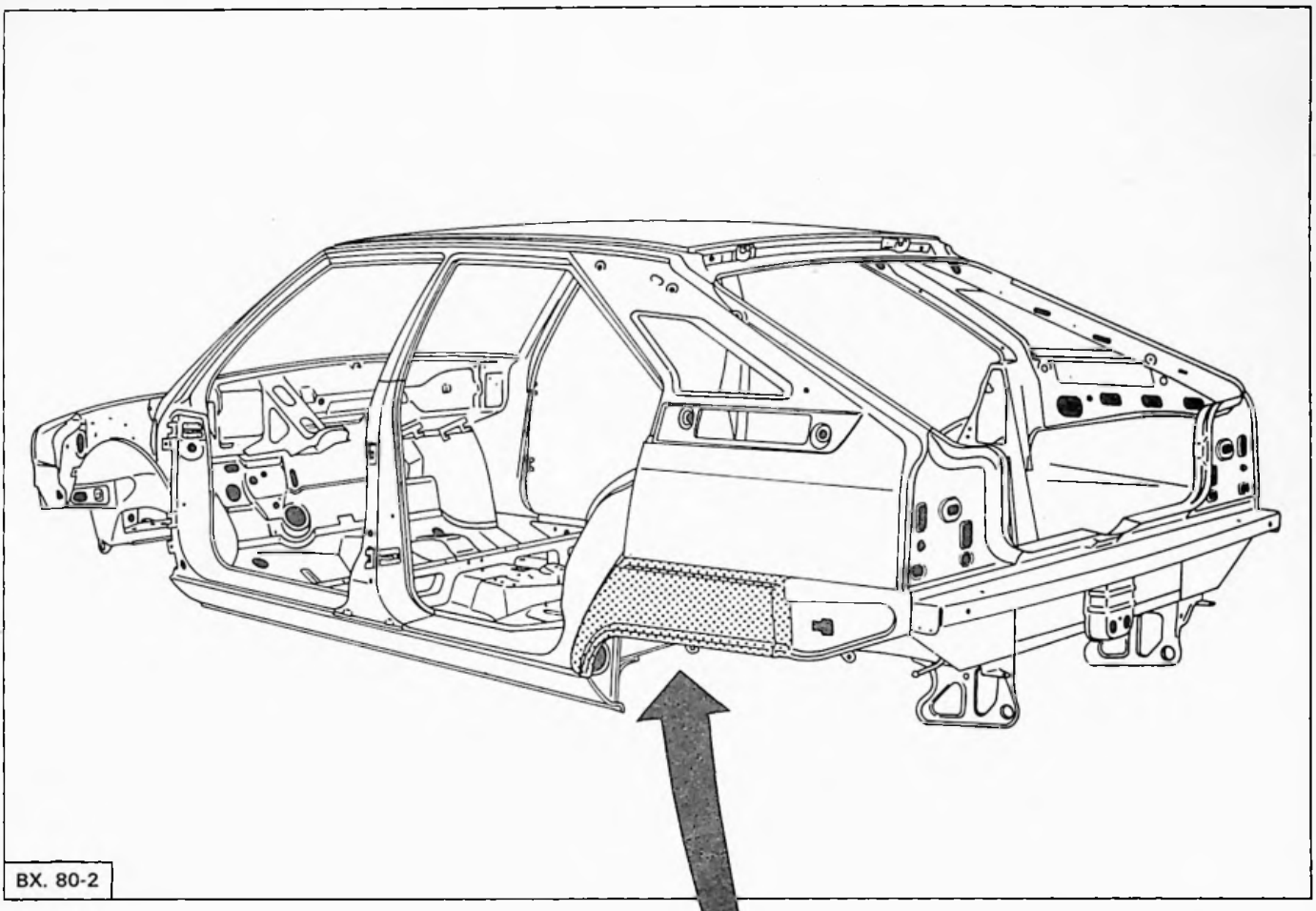
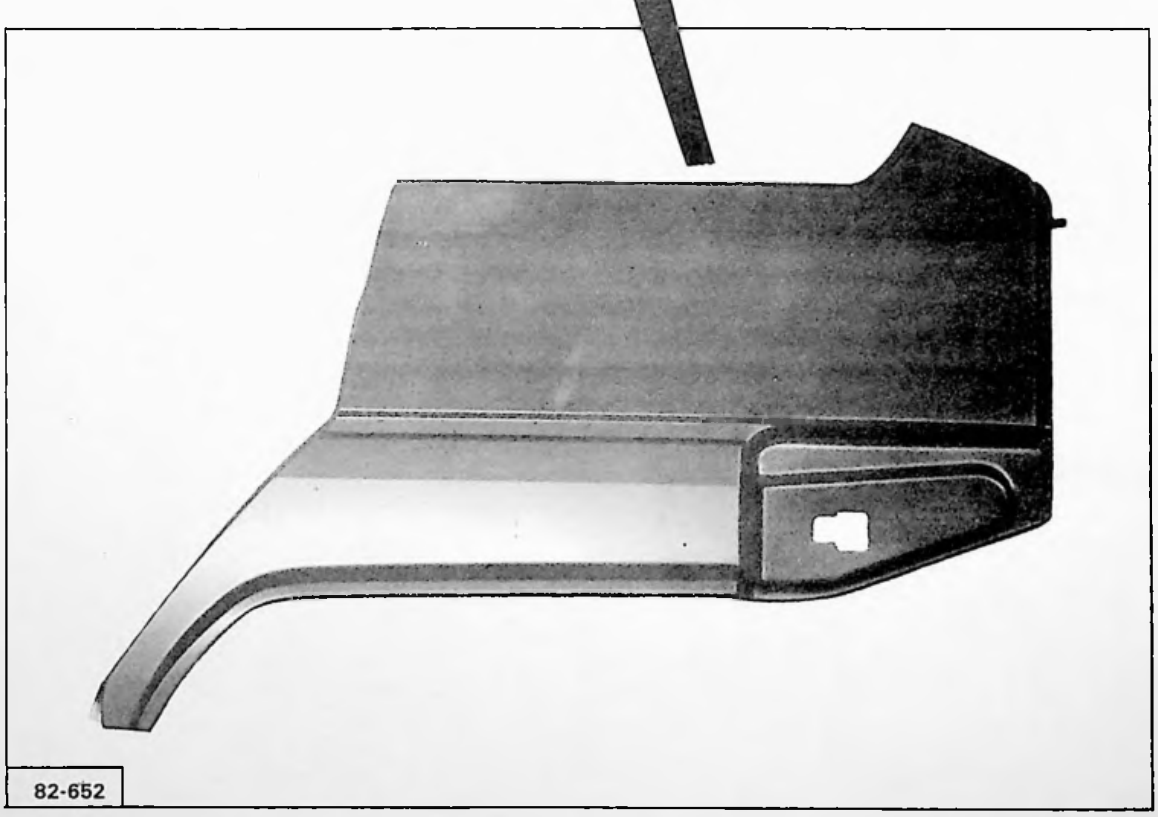


BX. 80-2



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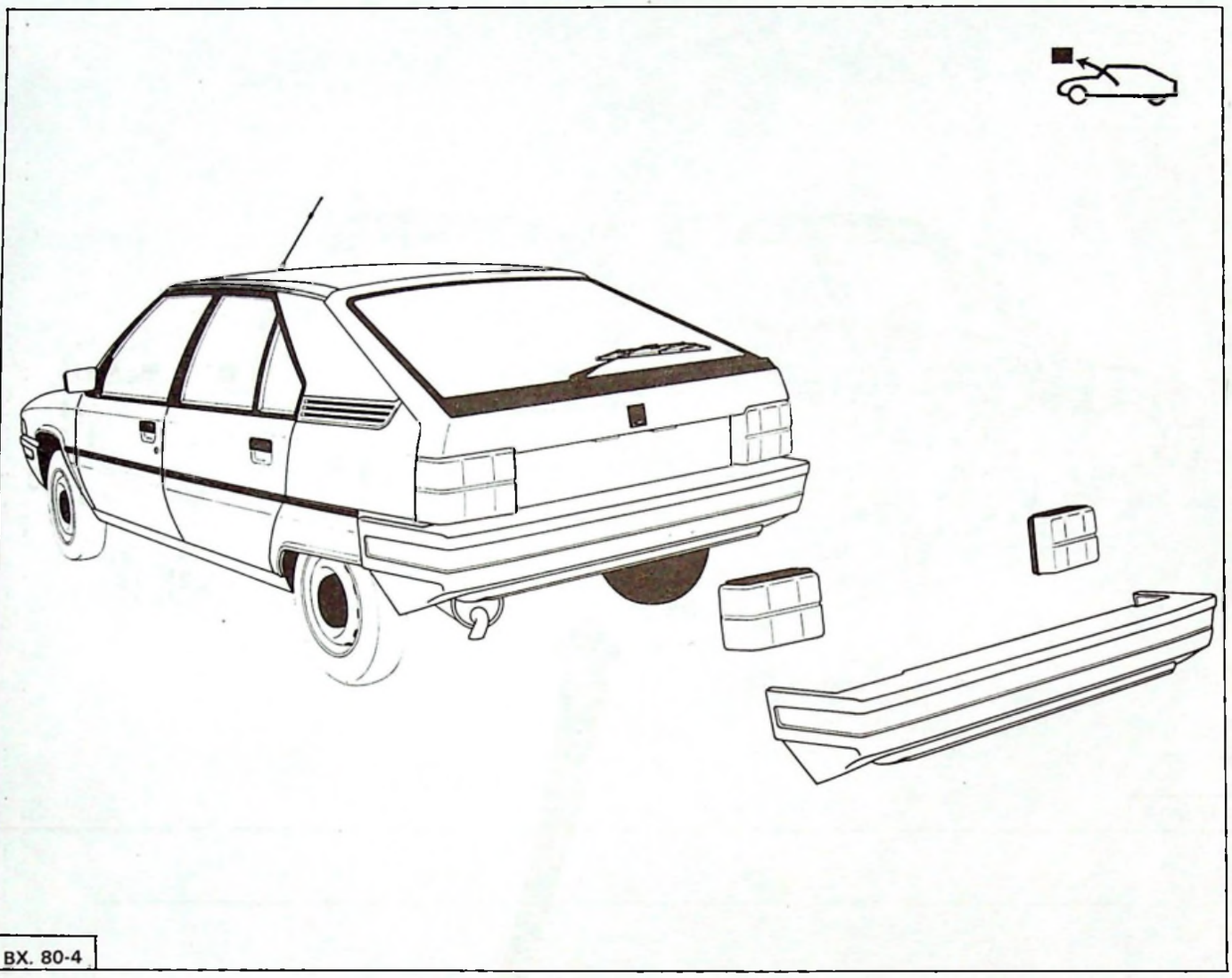

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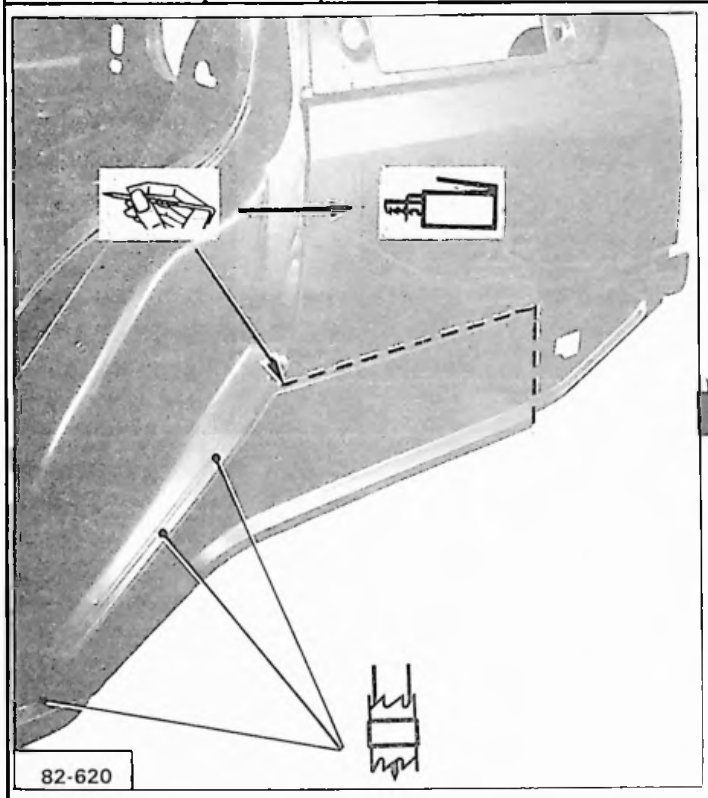
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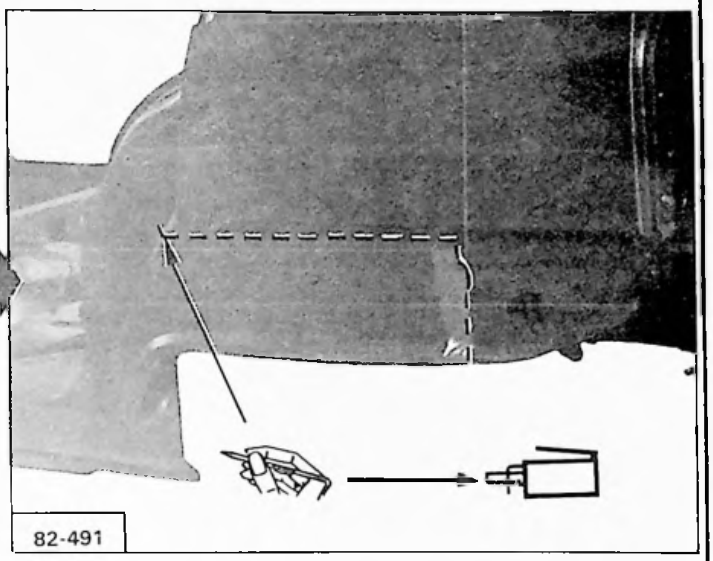
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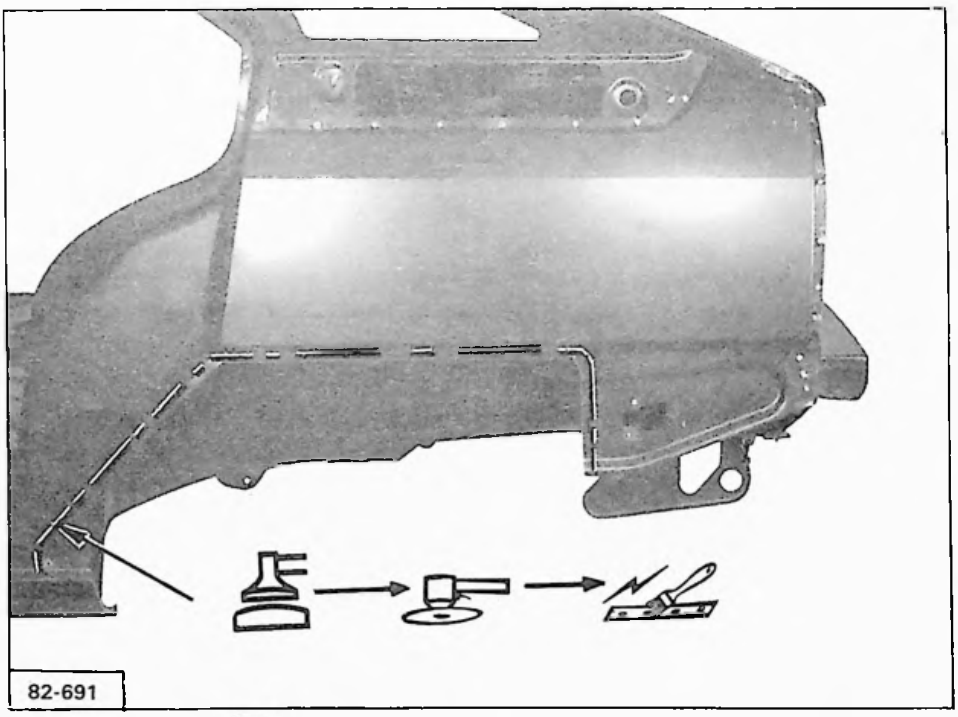
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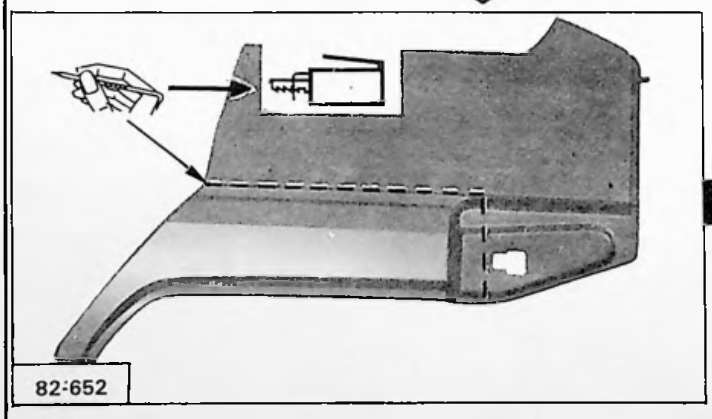
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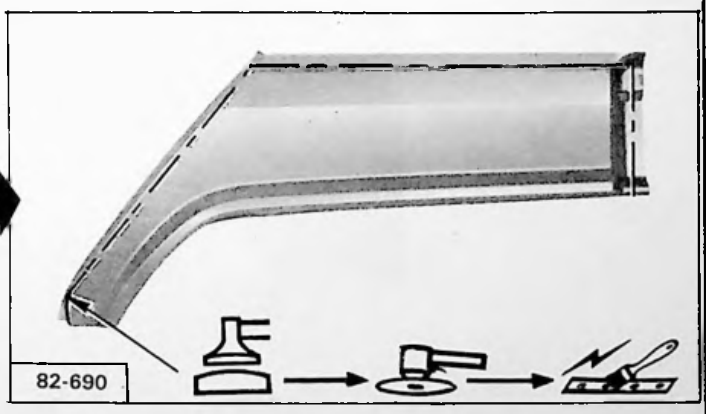
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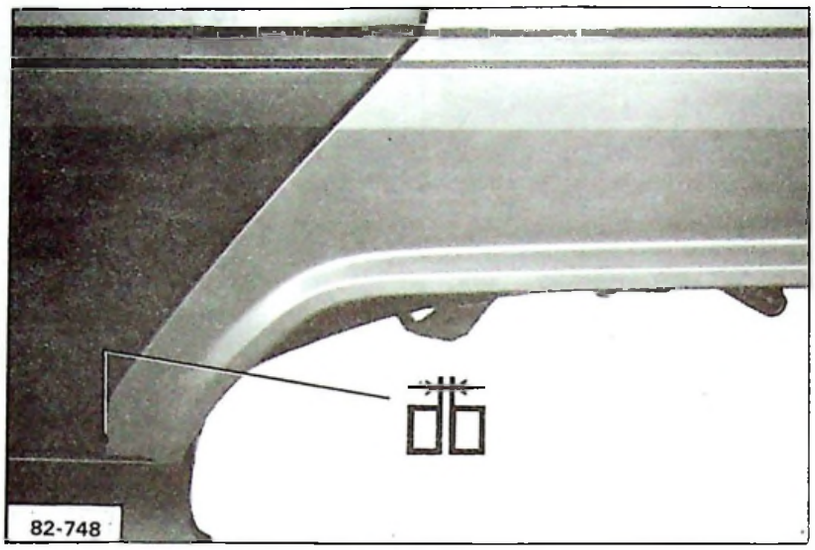
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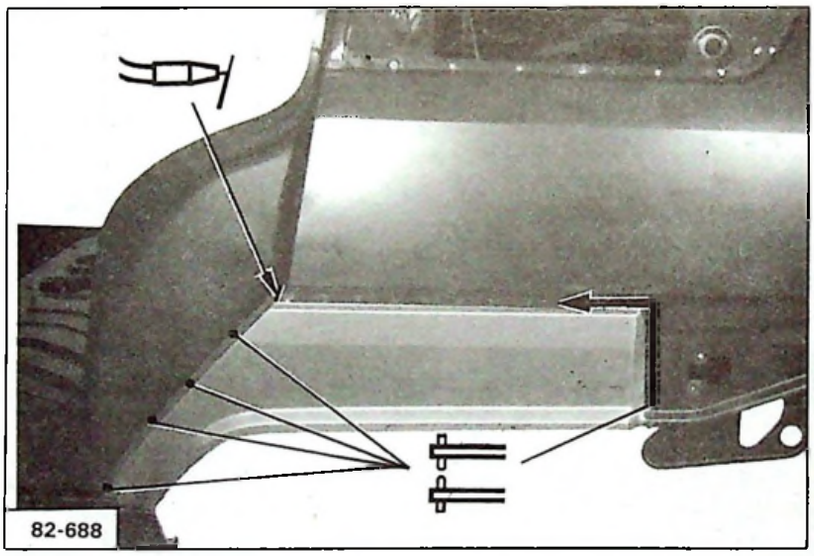
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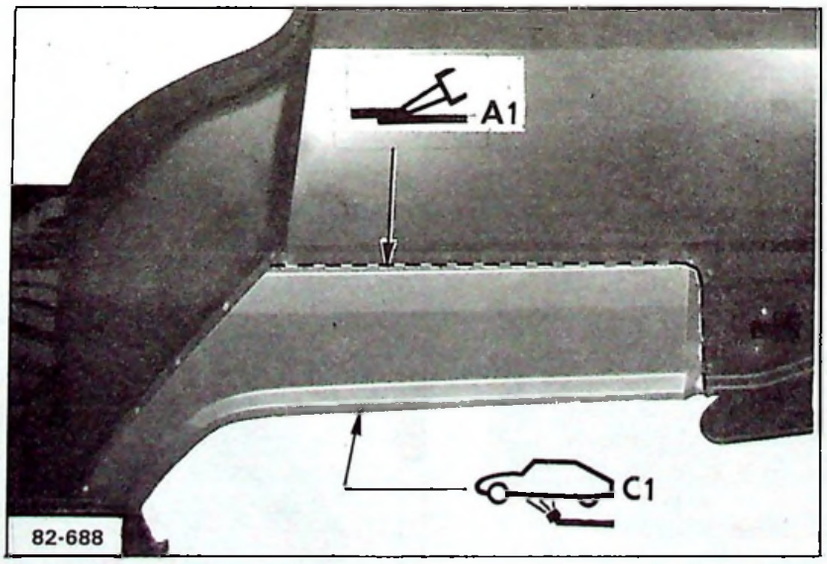
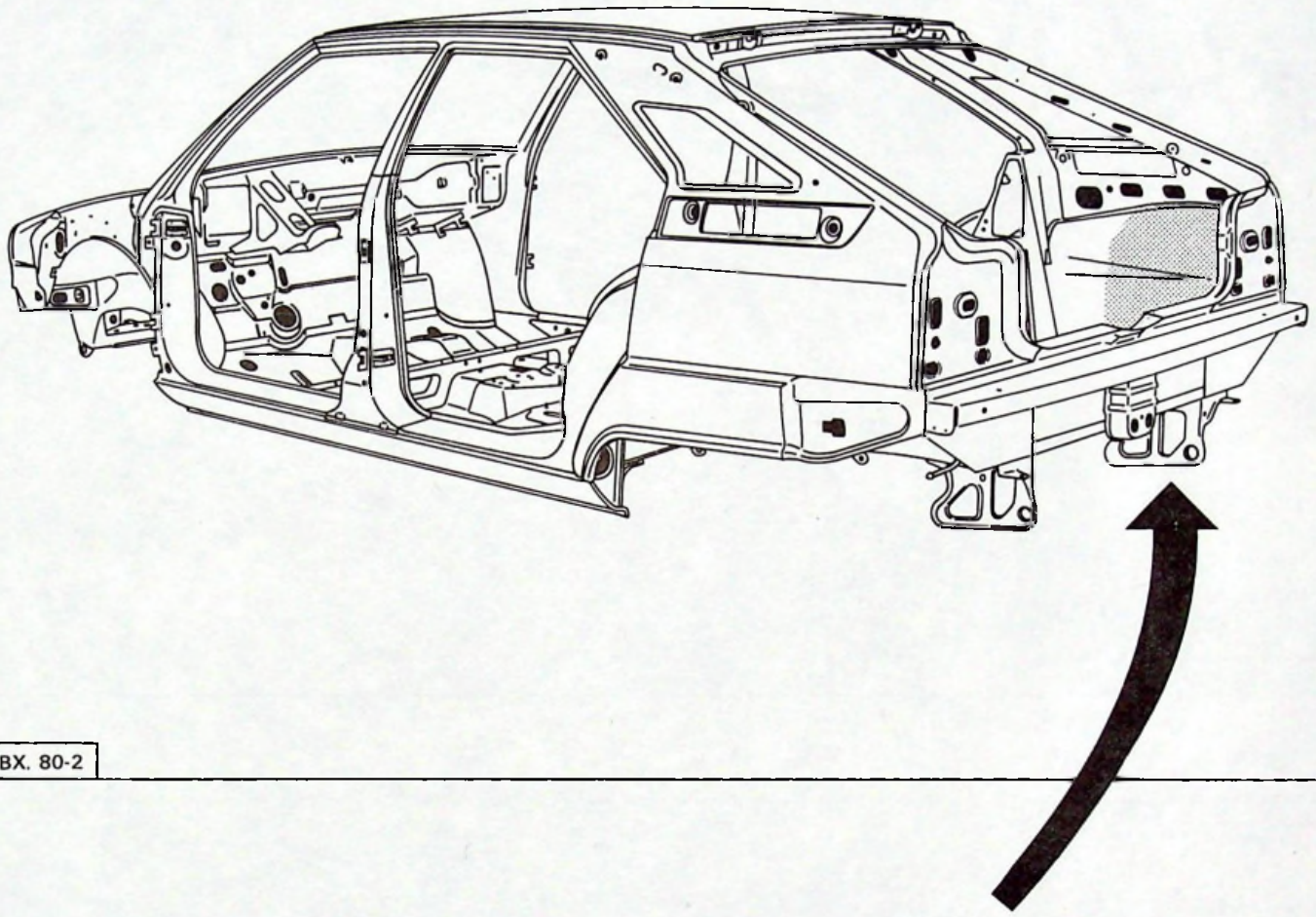
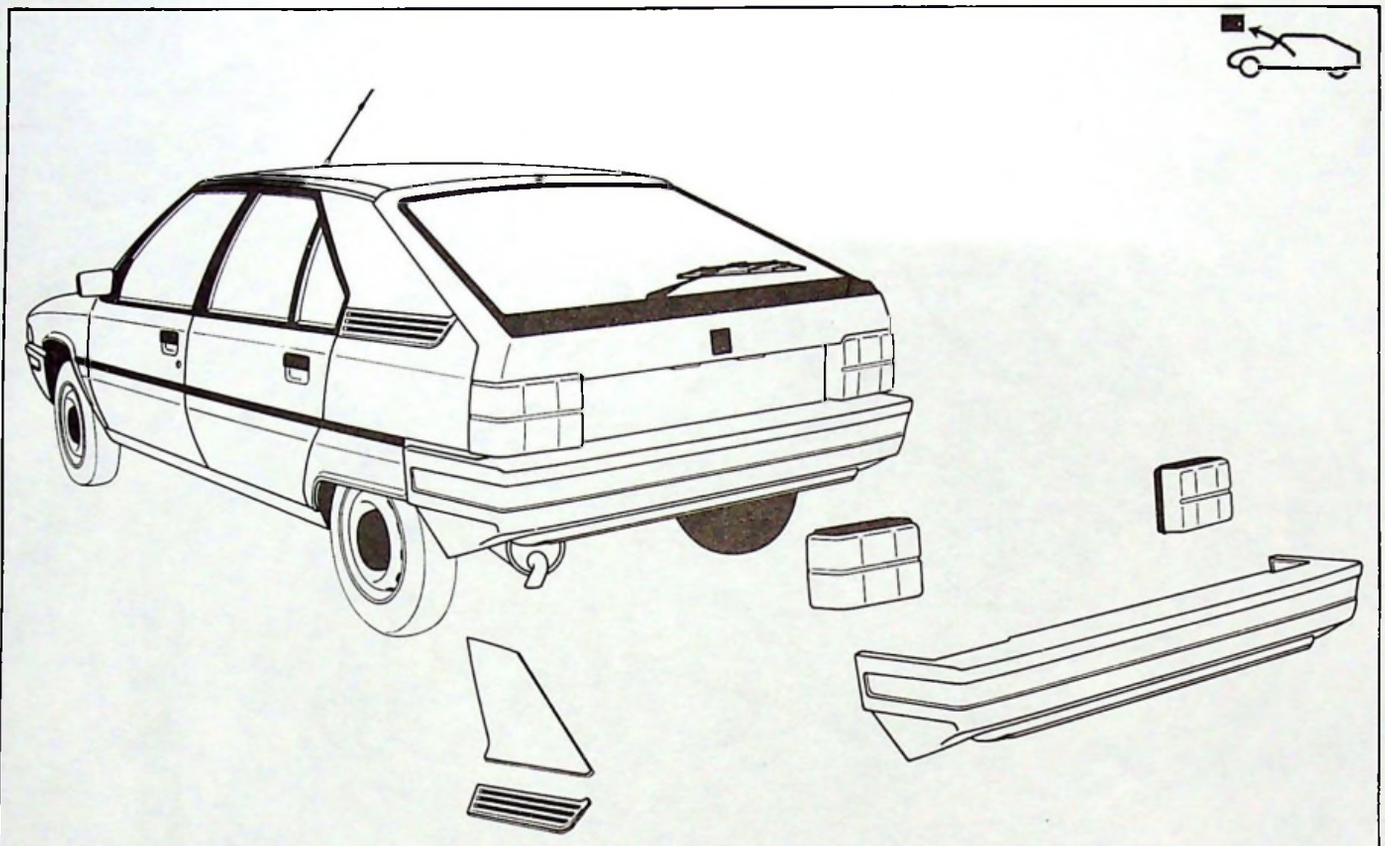

A1
C1
82-688



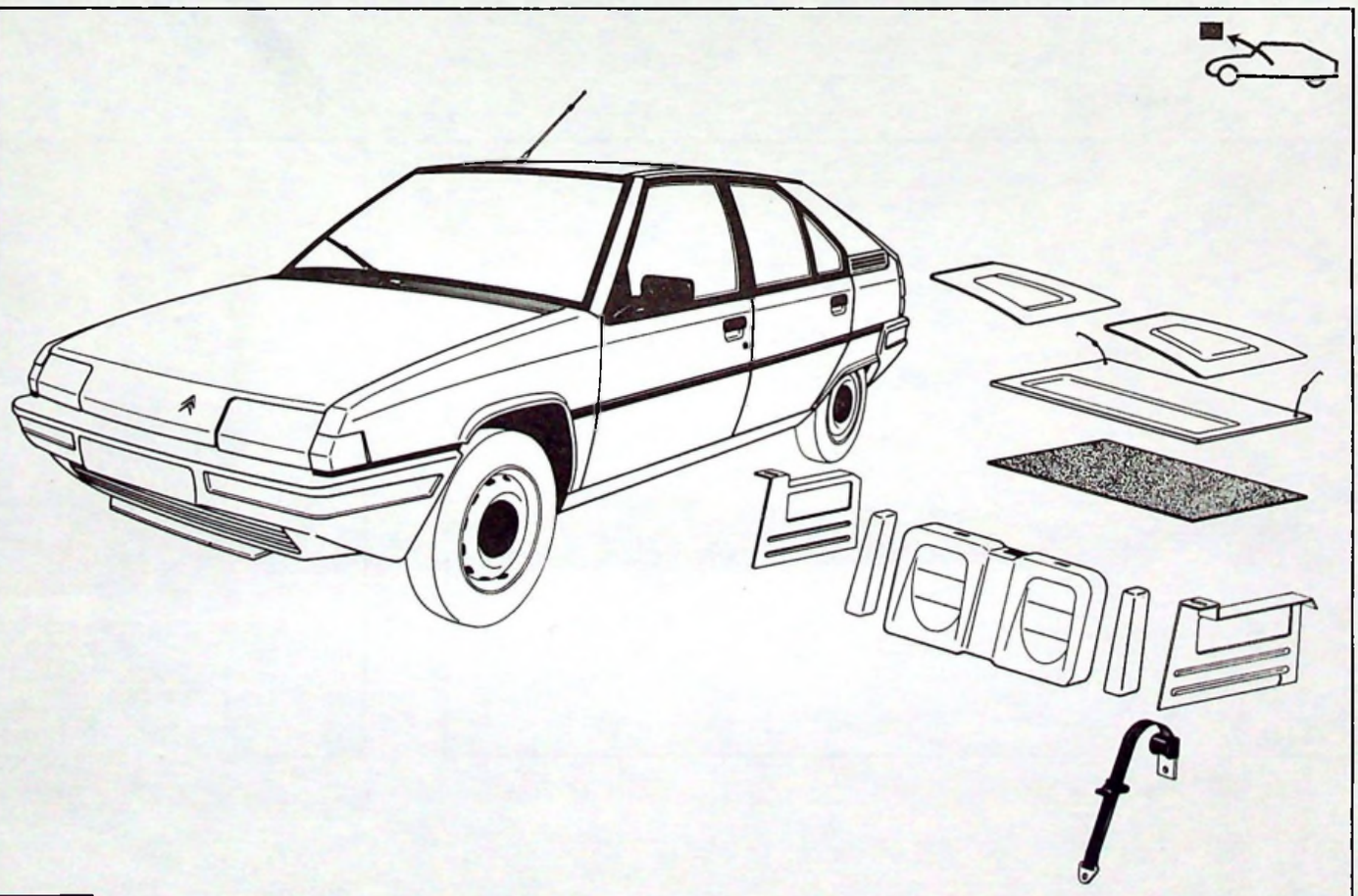
BX. 80-2

82-234

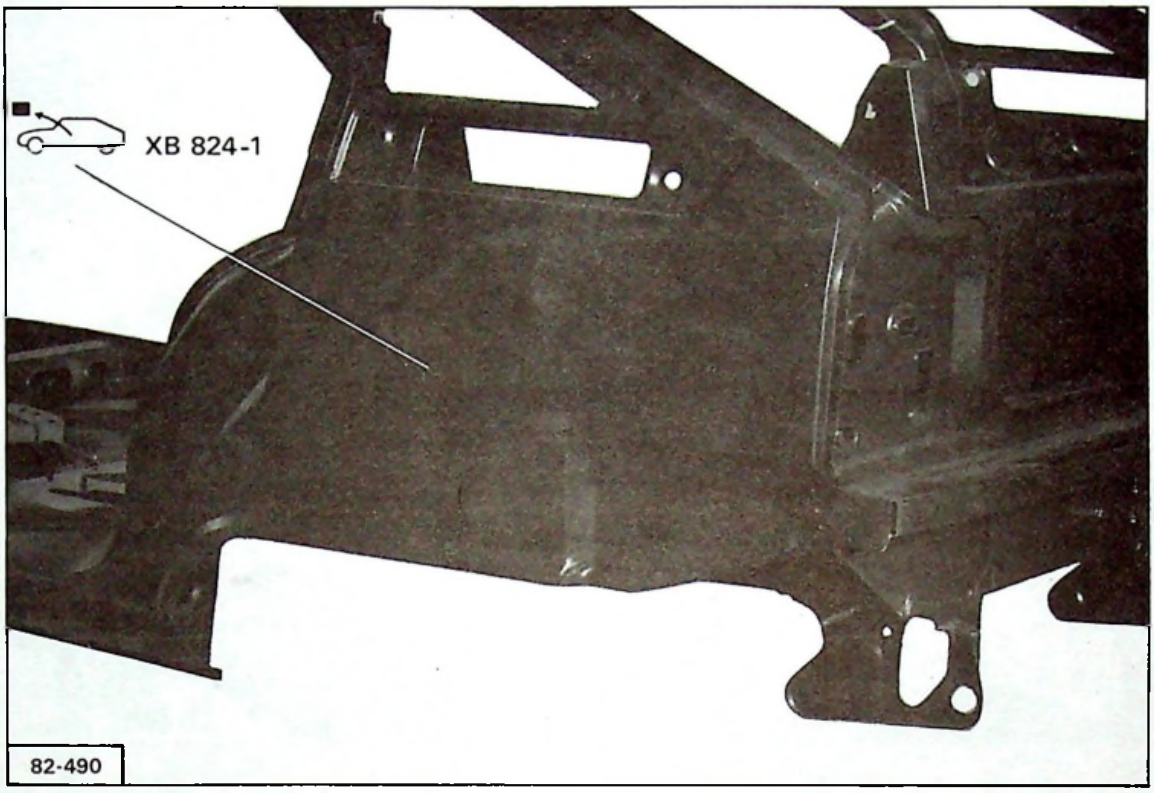
82-769



BX. 80-4



BX. 80-8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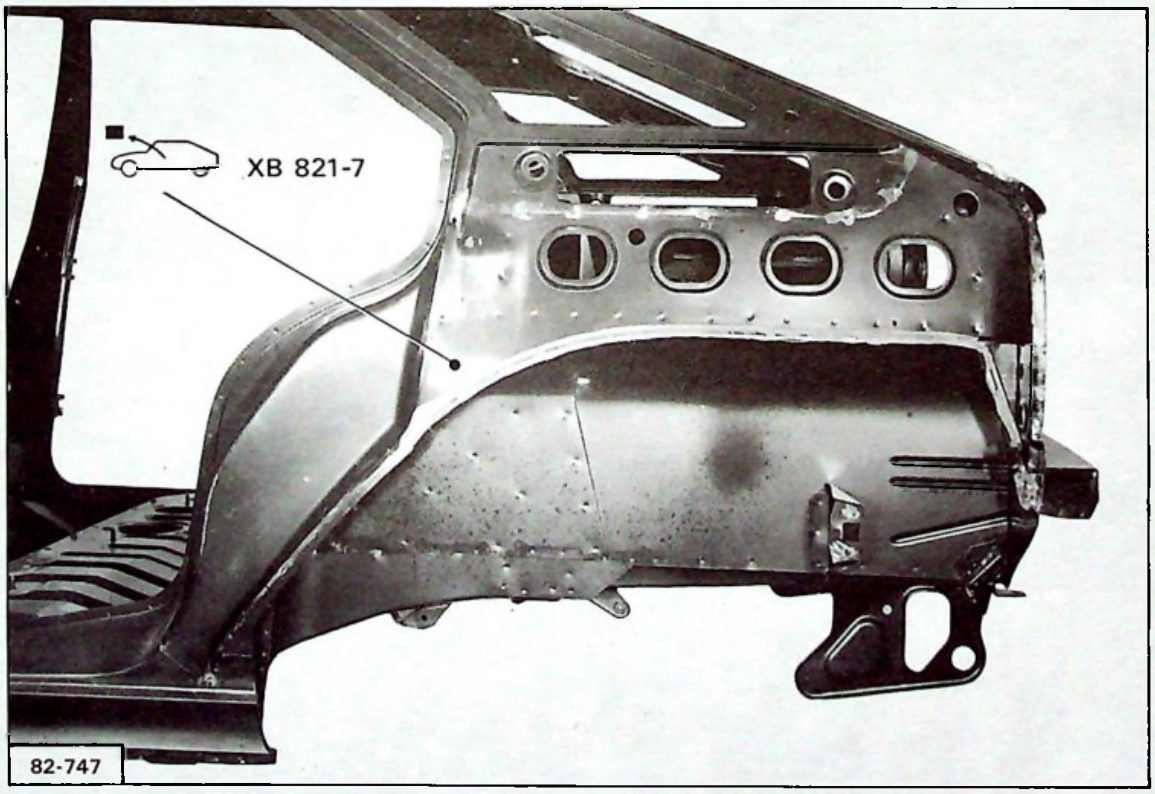
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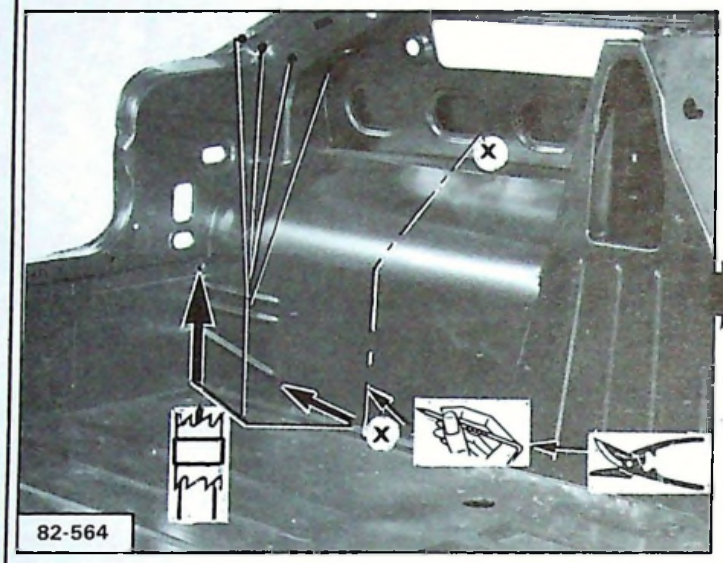
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x
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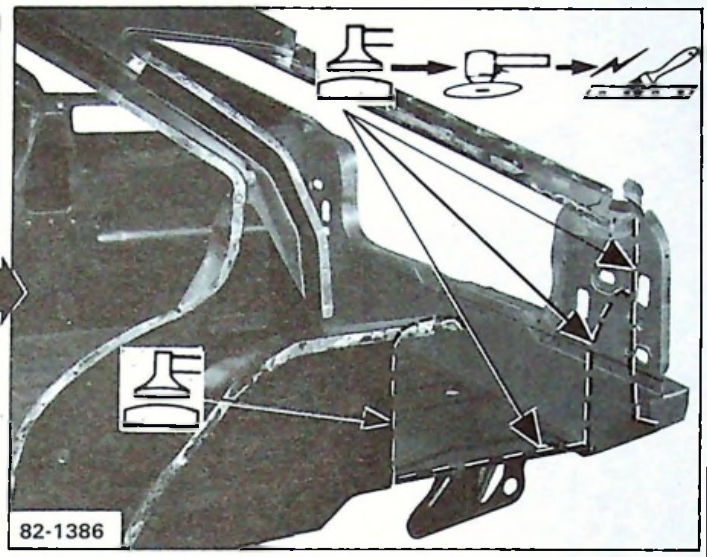
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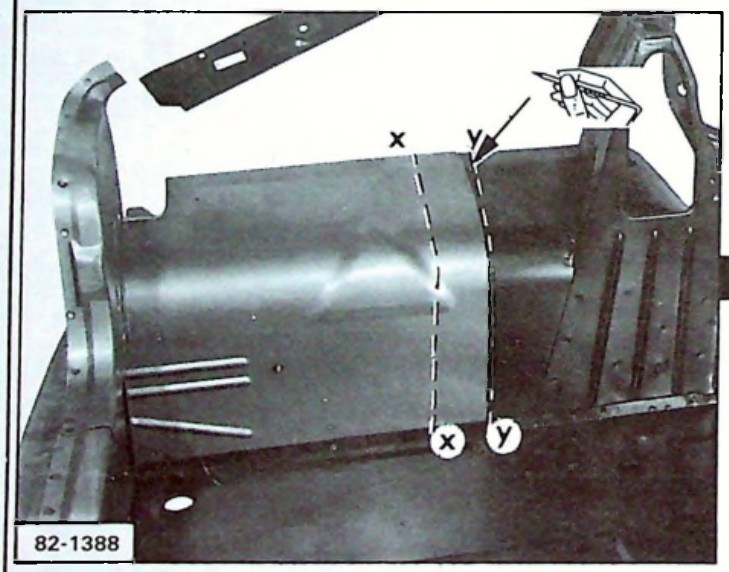
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x
y
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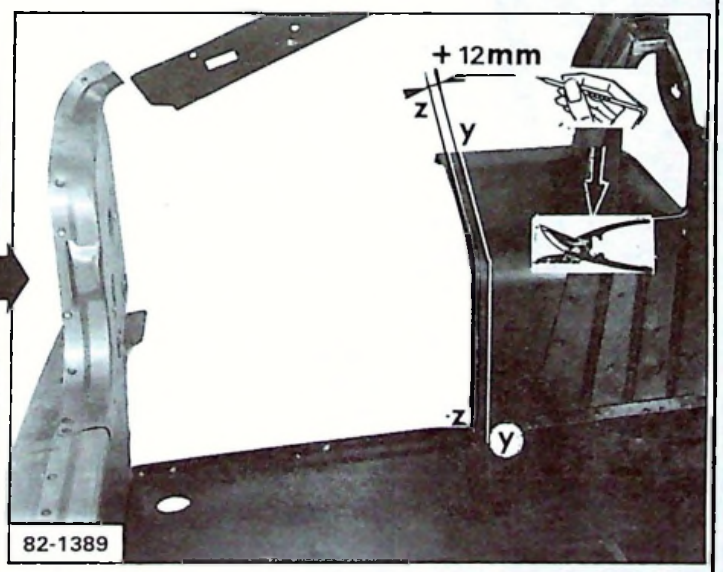
+ 12mm
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y
z
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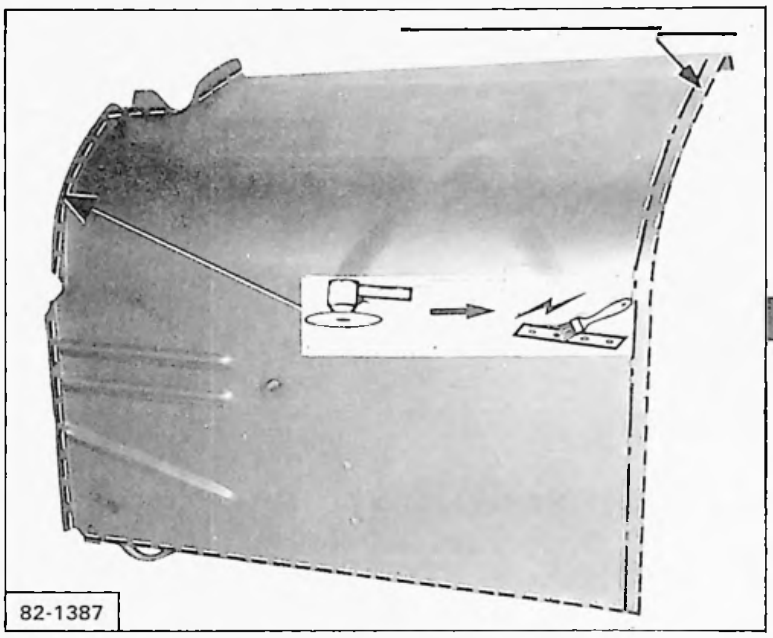
82-1389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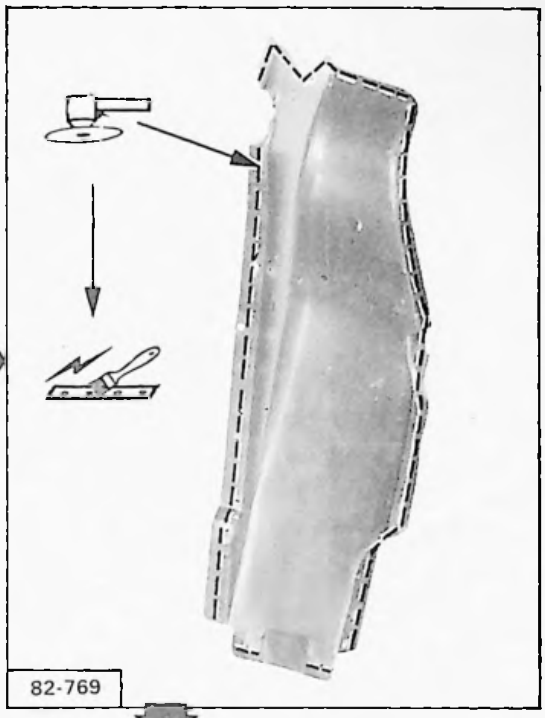
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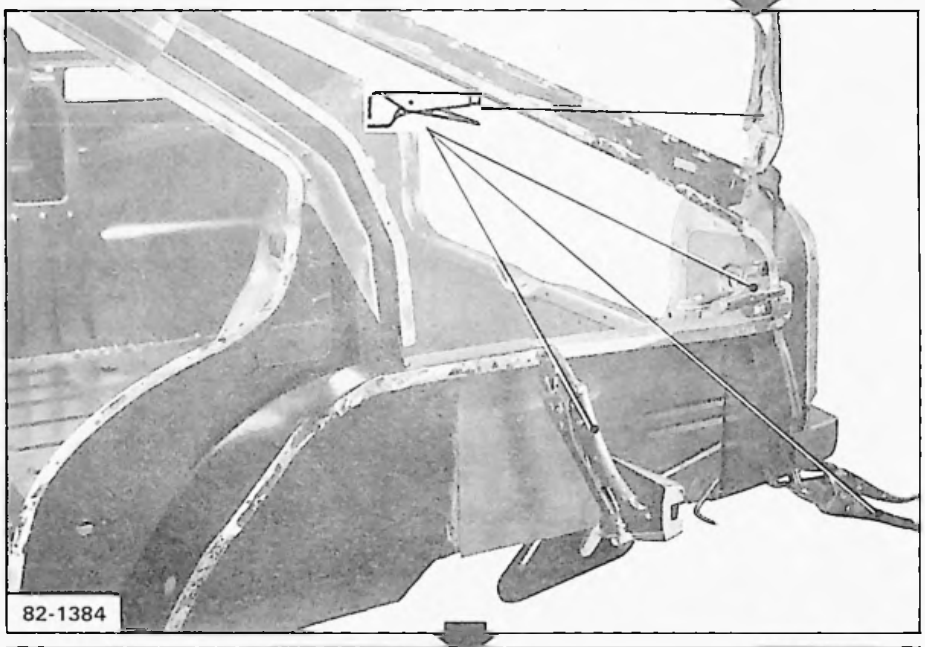
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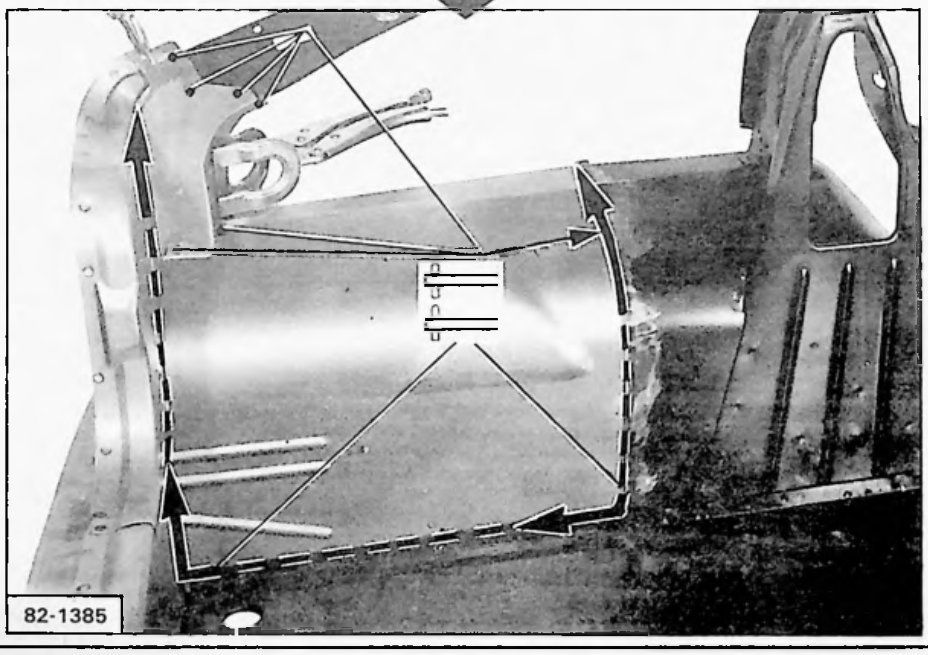
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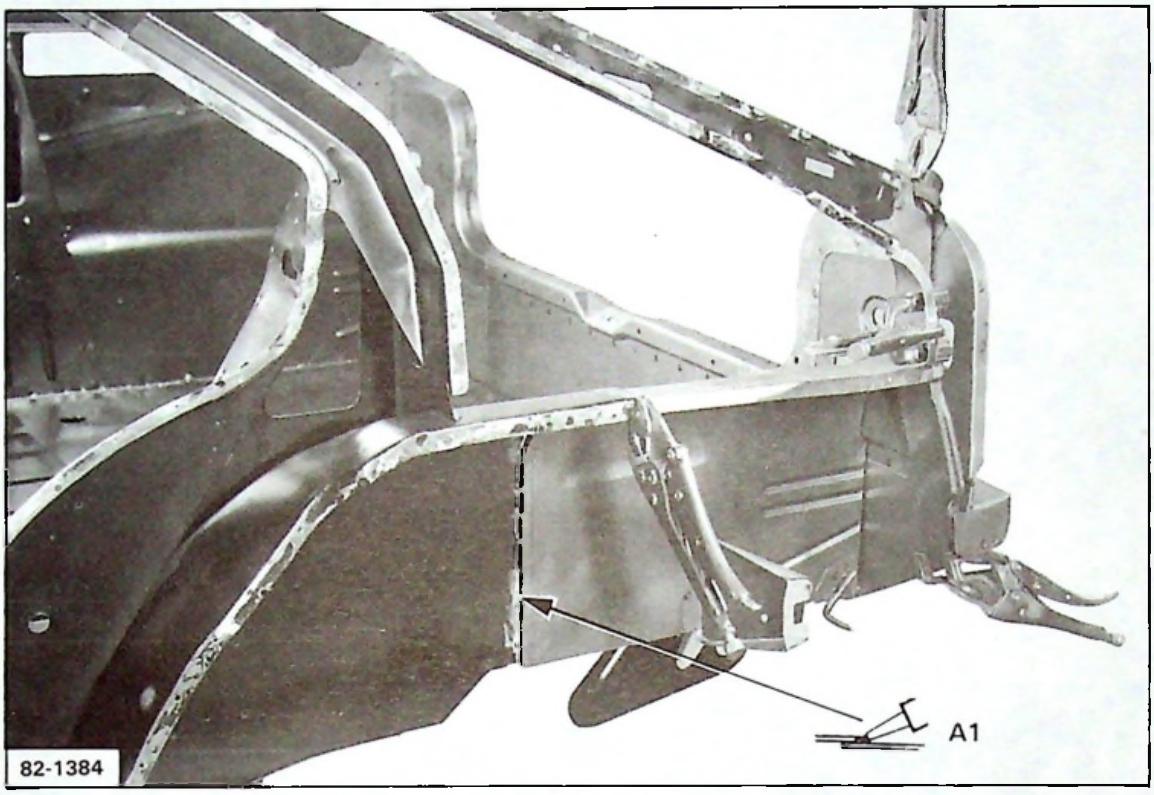
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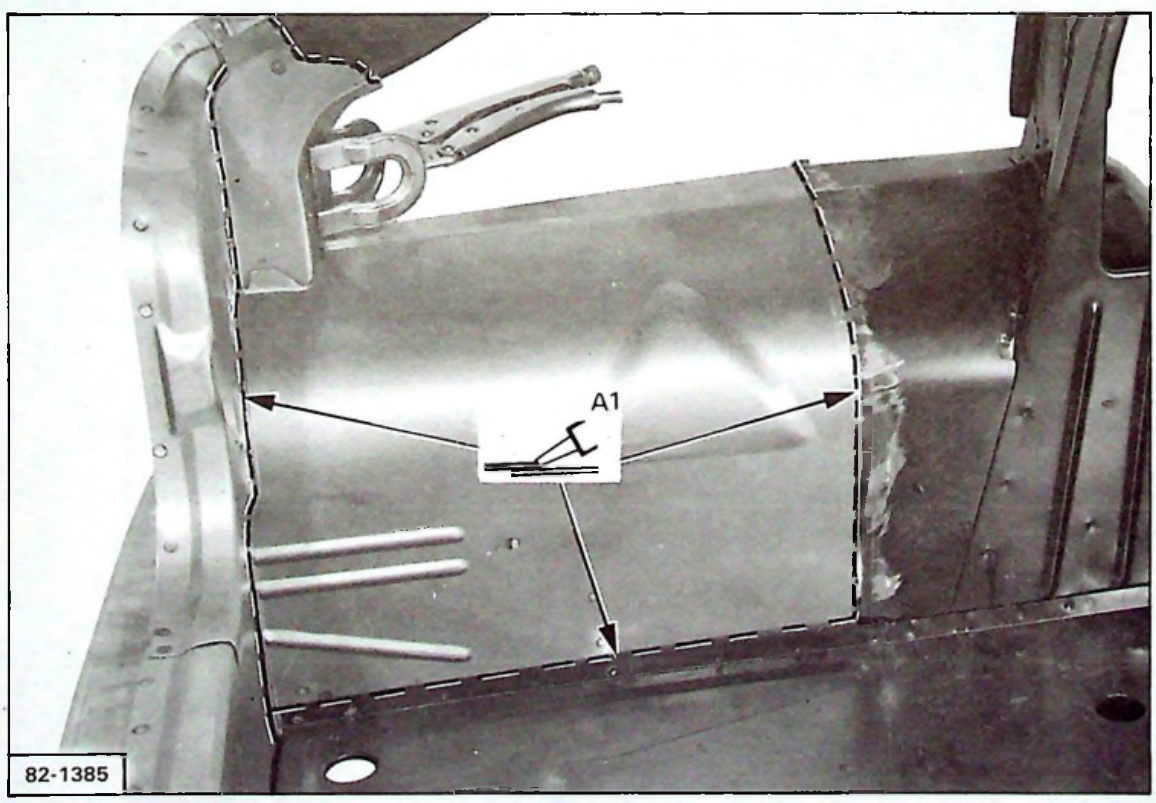
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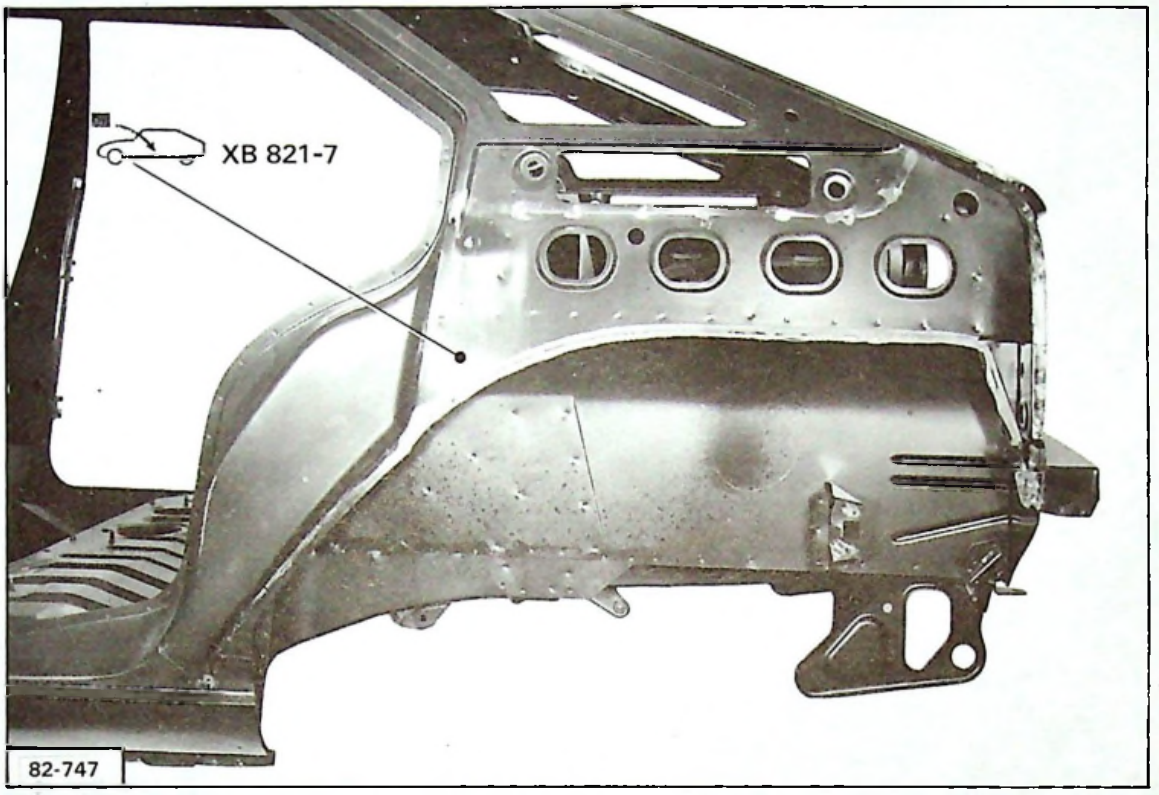
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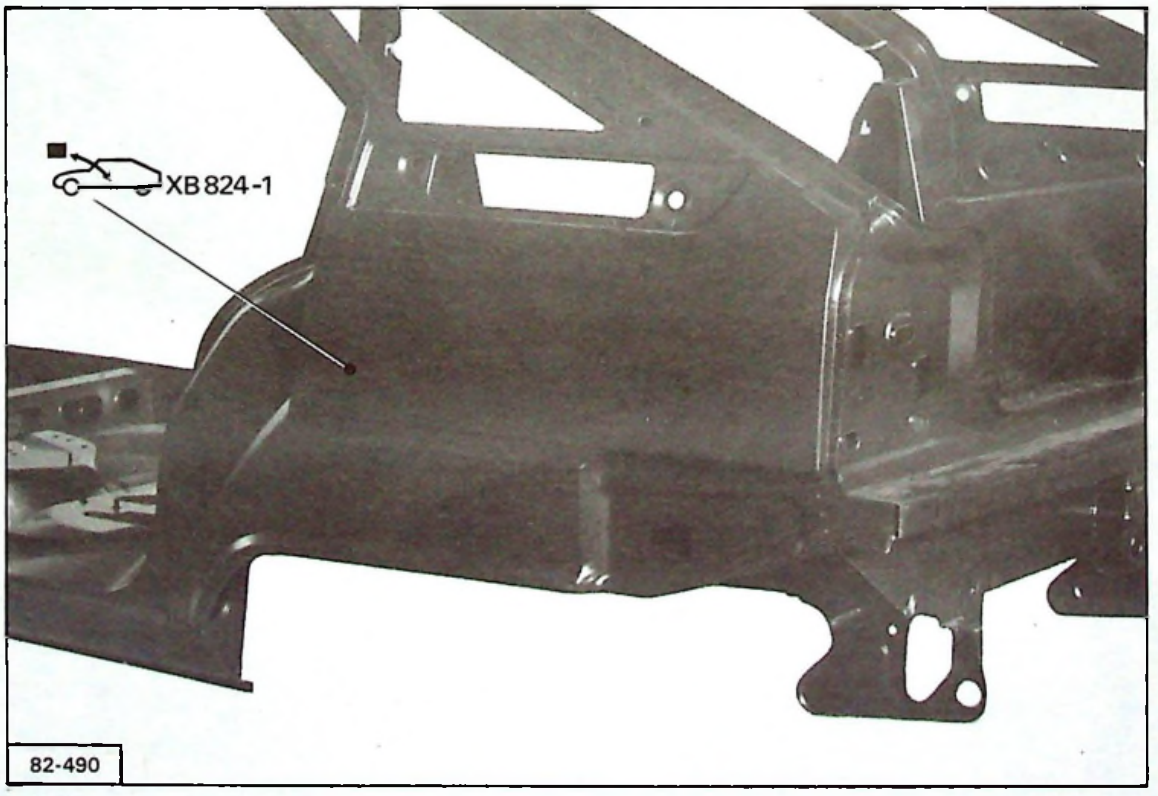
82-747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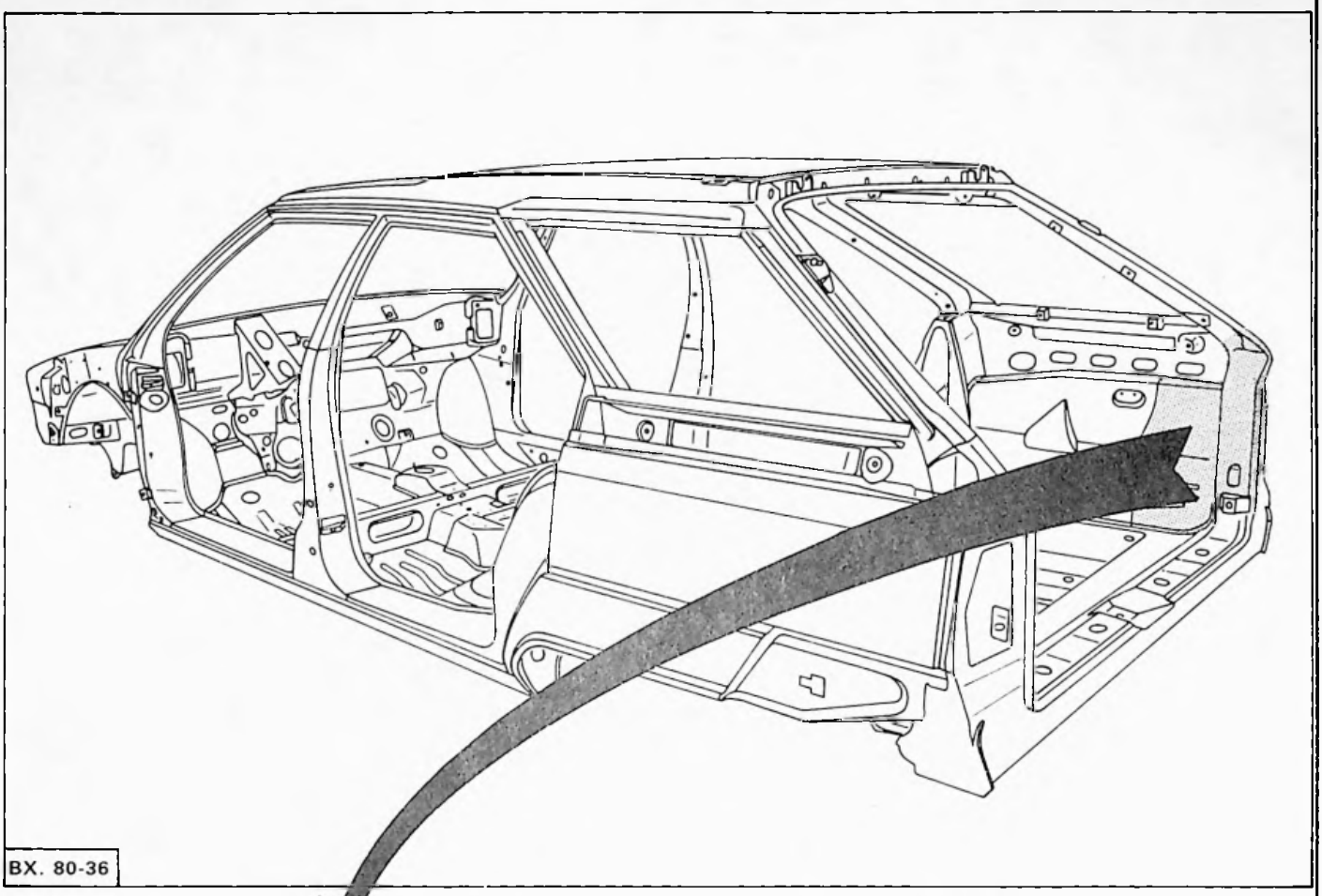
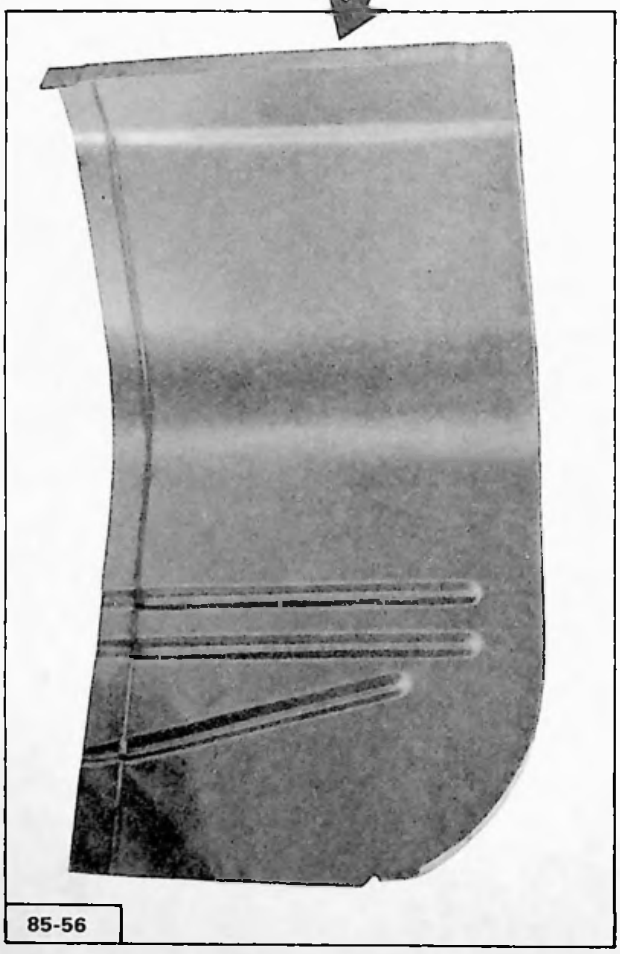
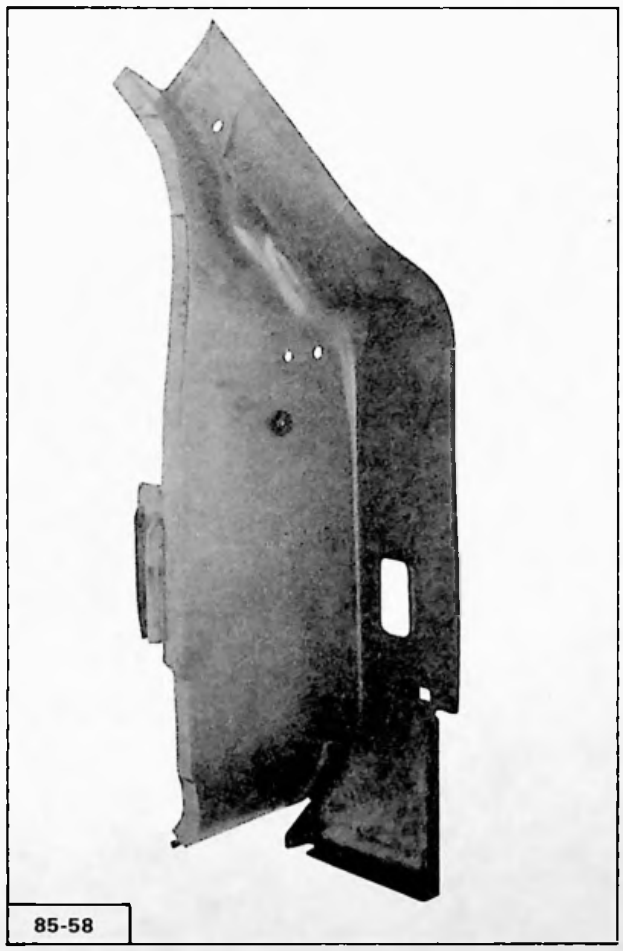


BX. 80-36



85-56



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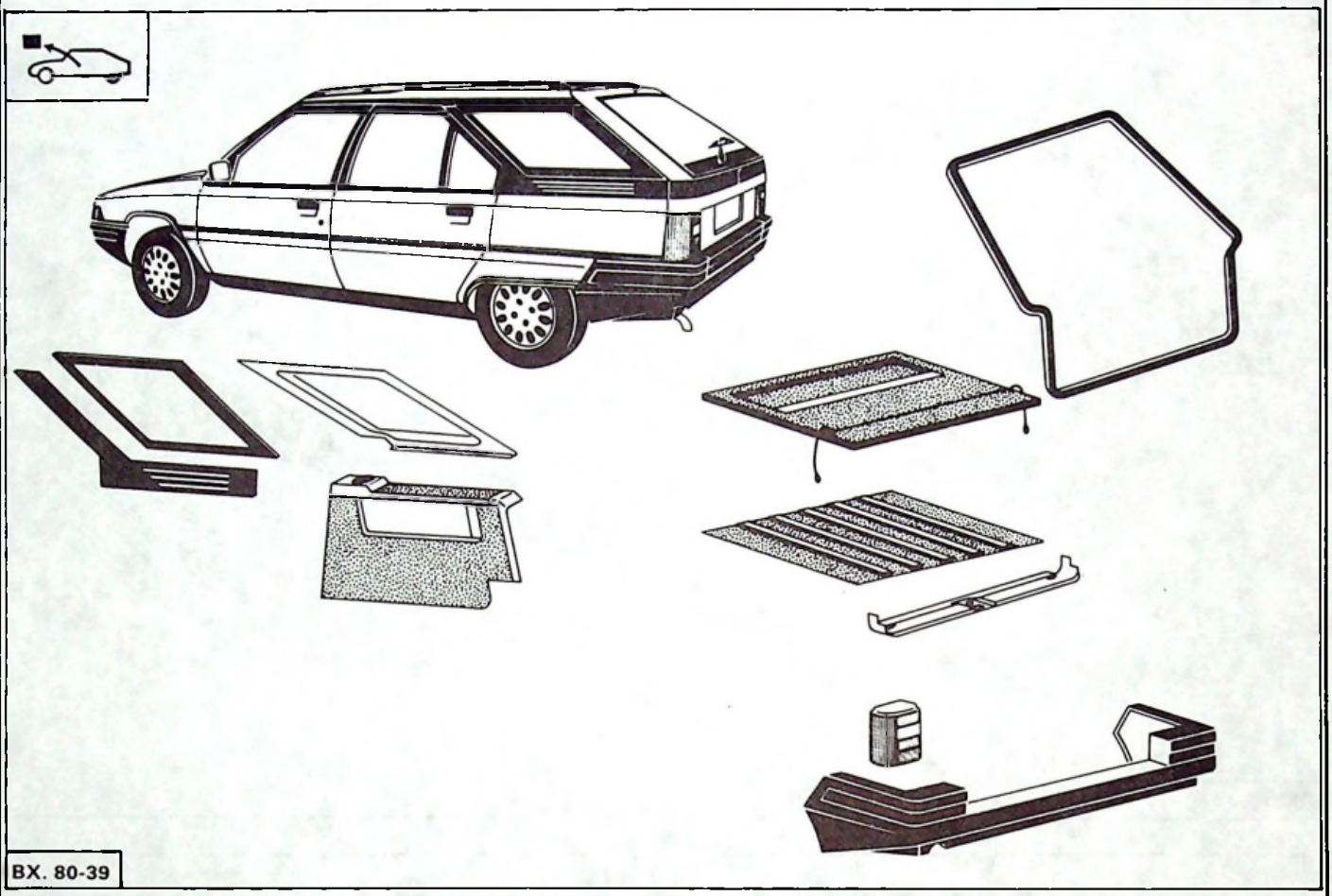
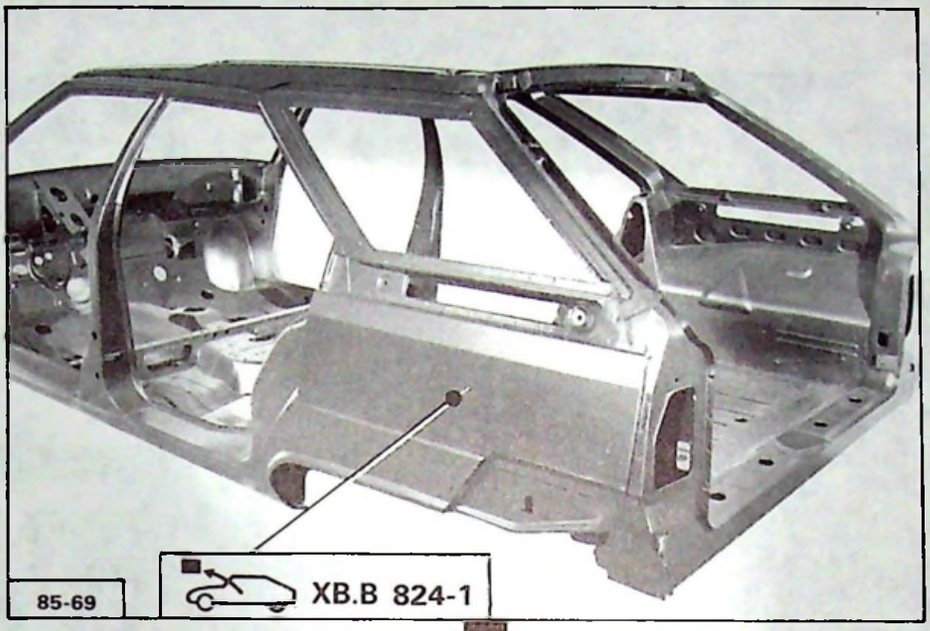


BX. 80-39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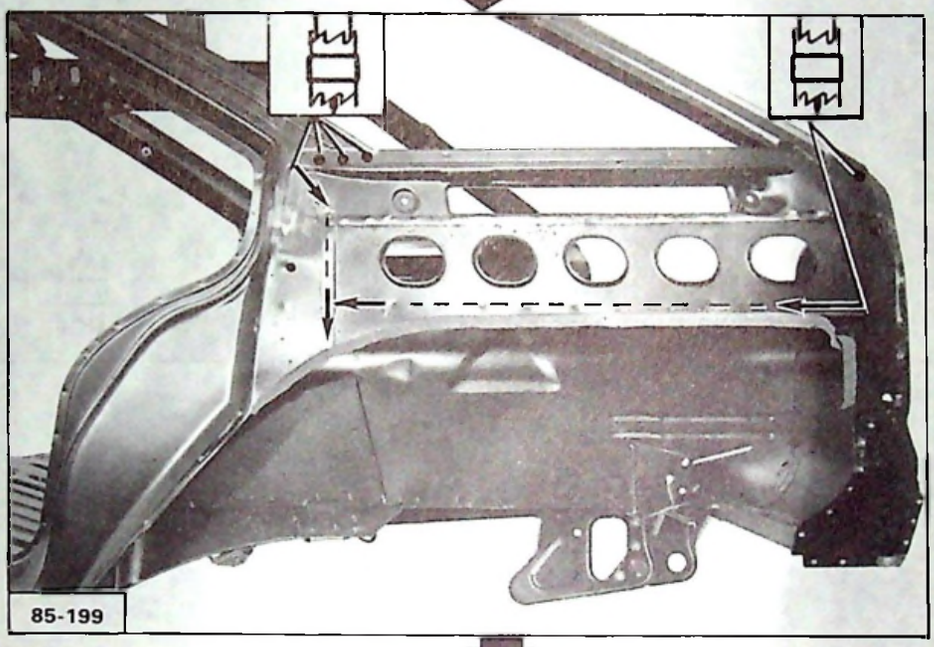
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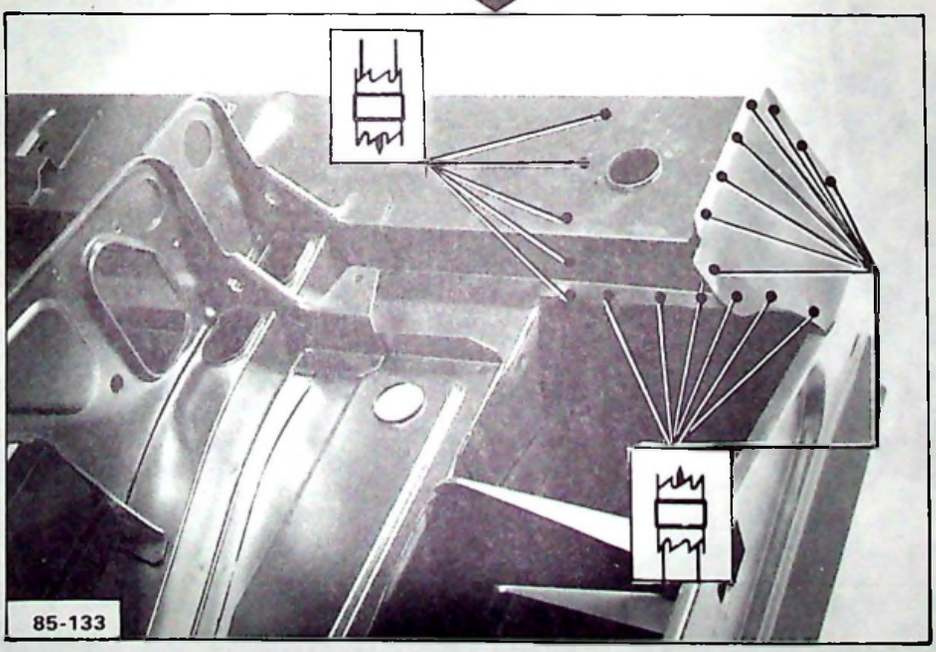
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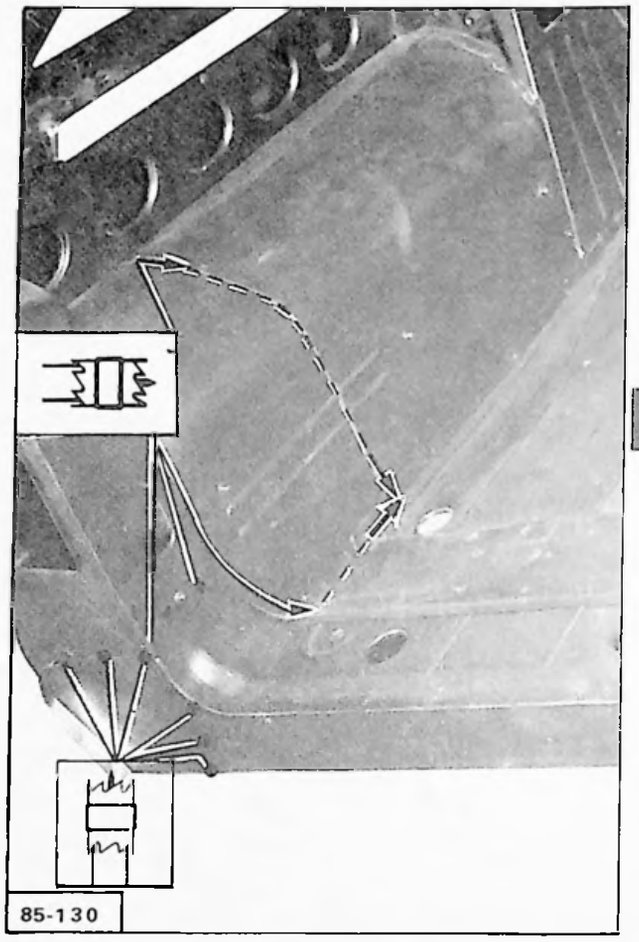
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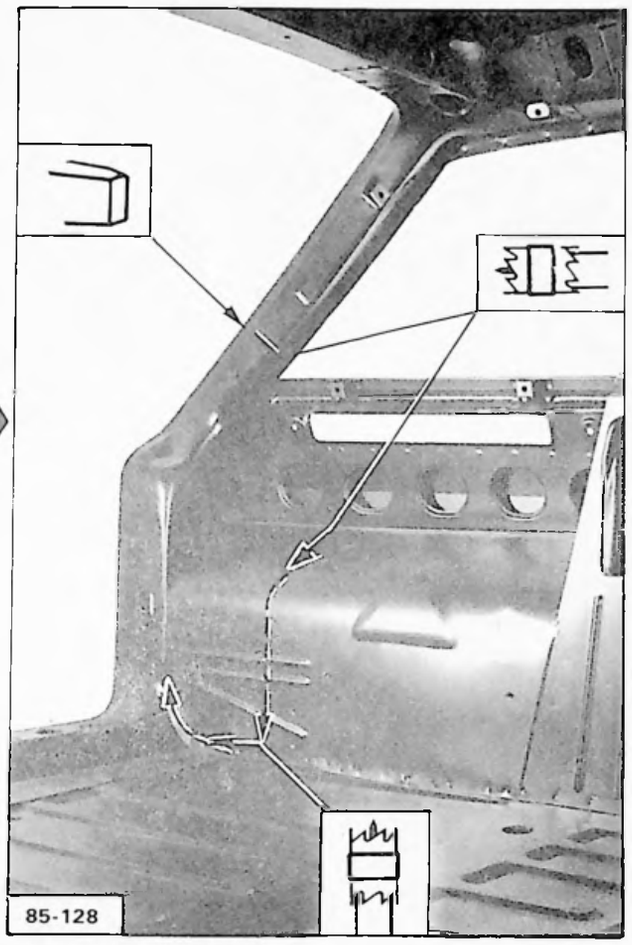
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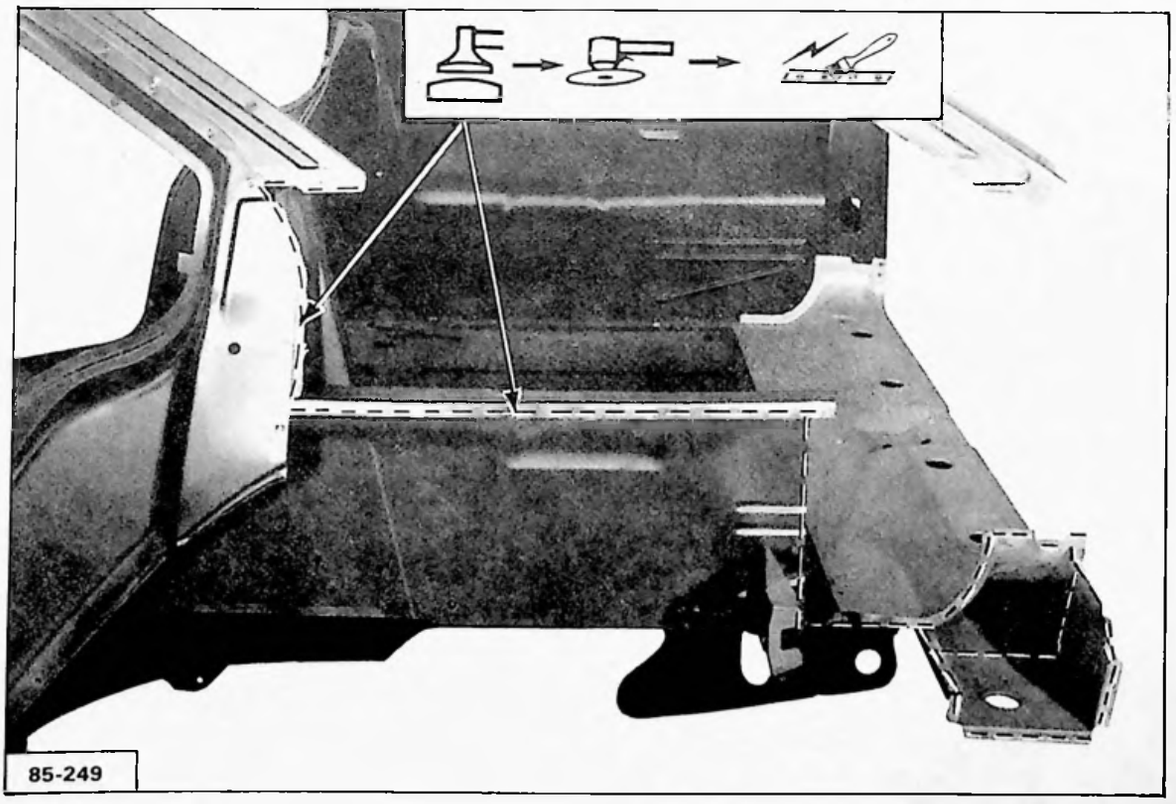
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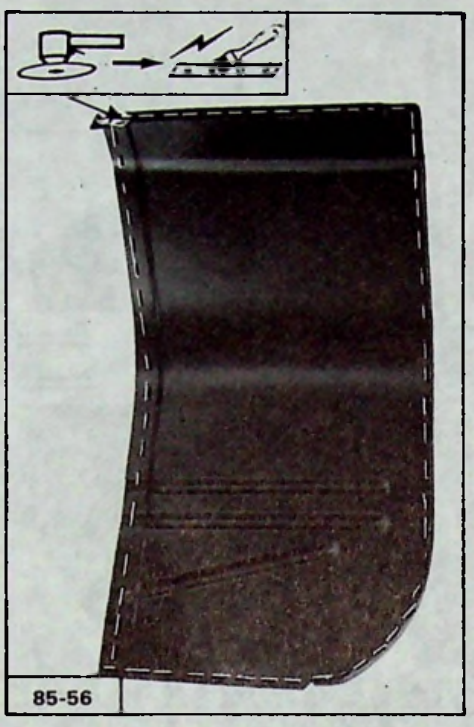
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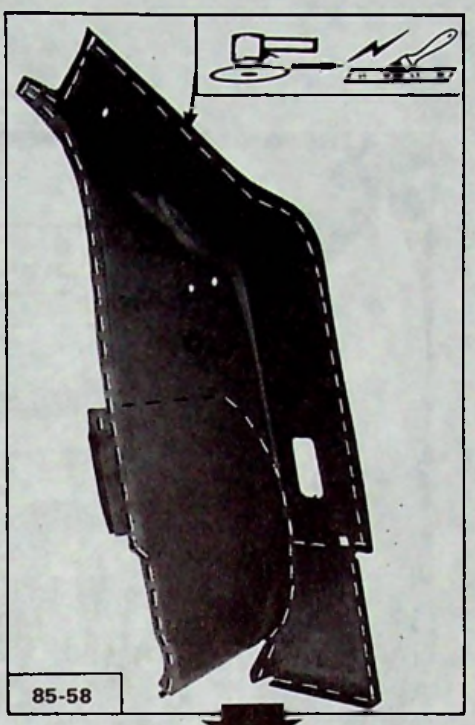
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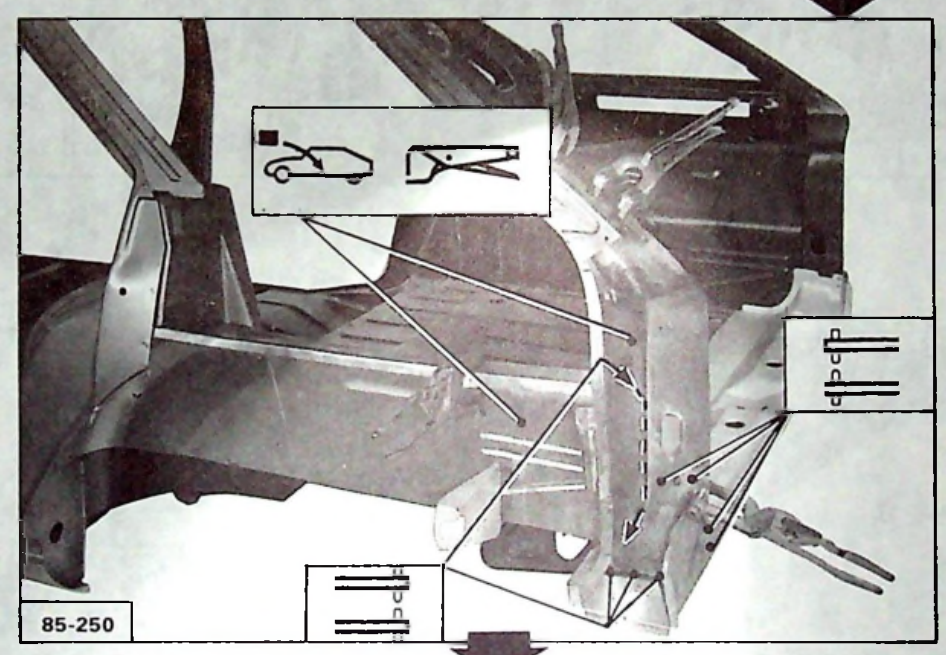
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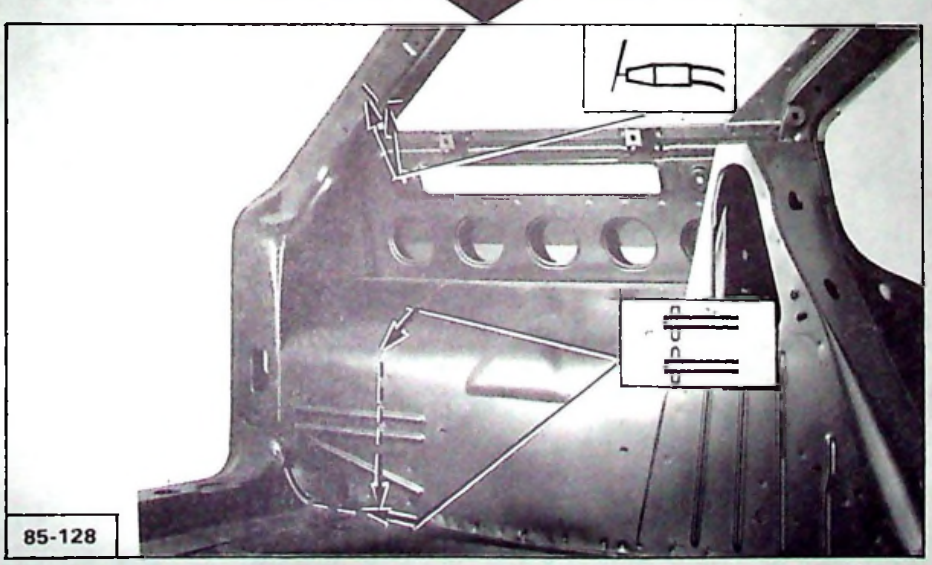
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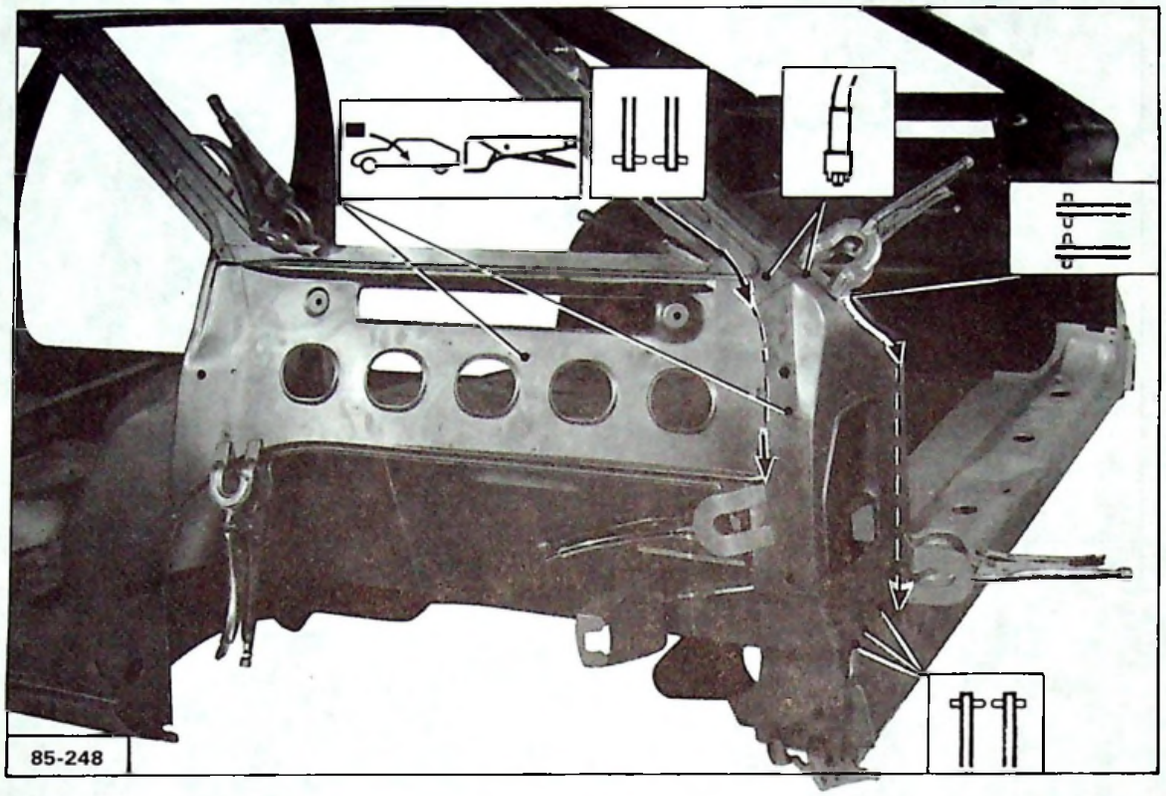
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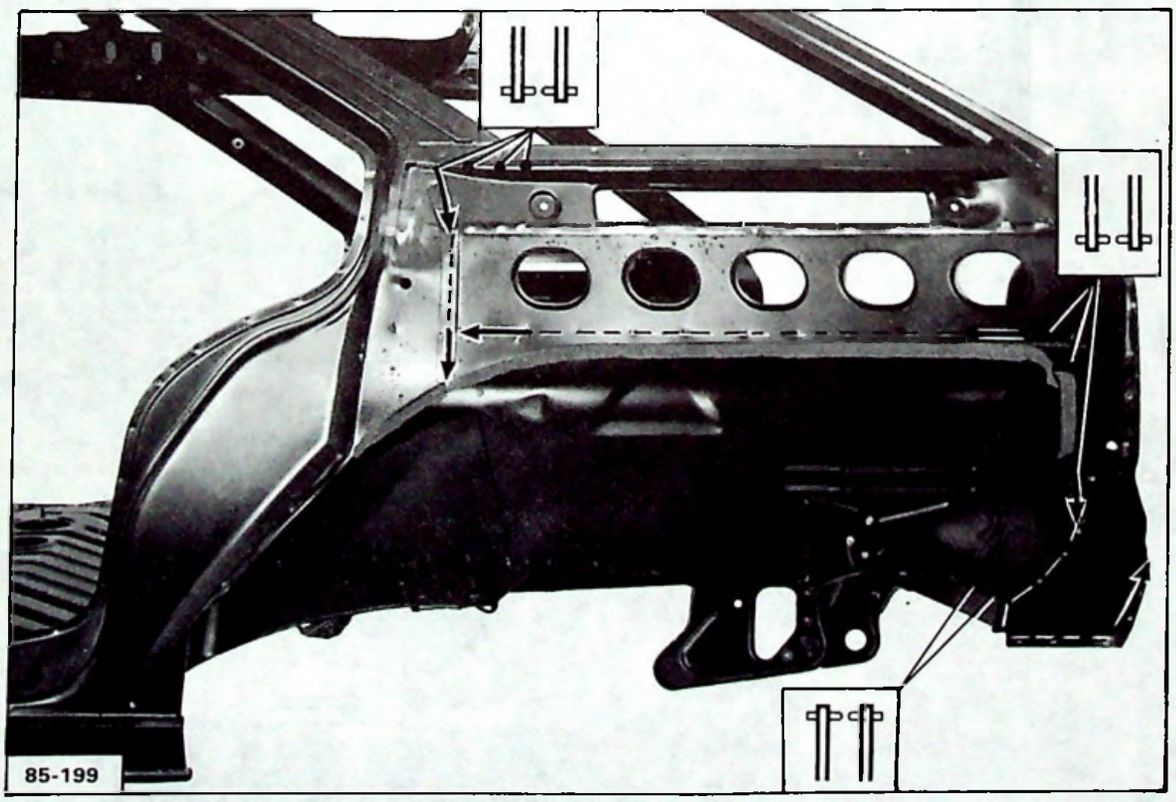
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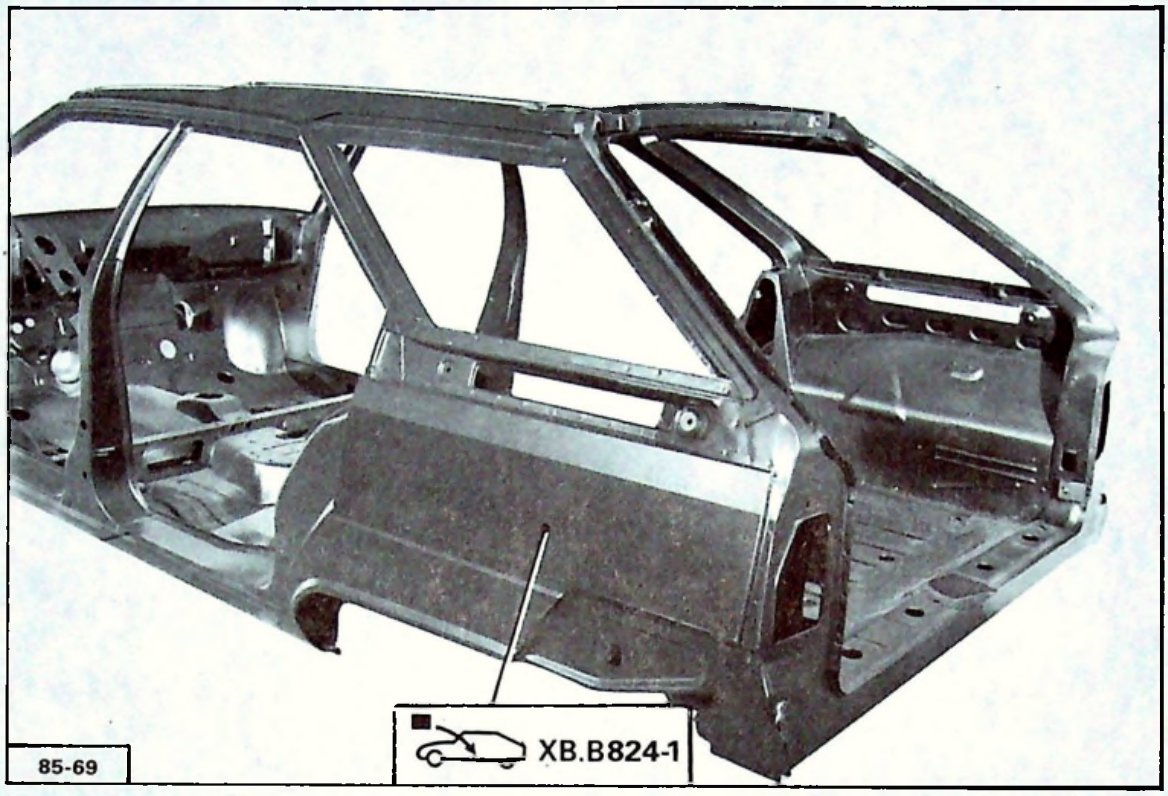
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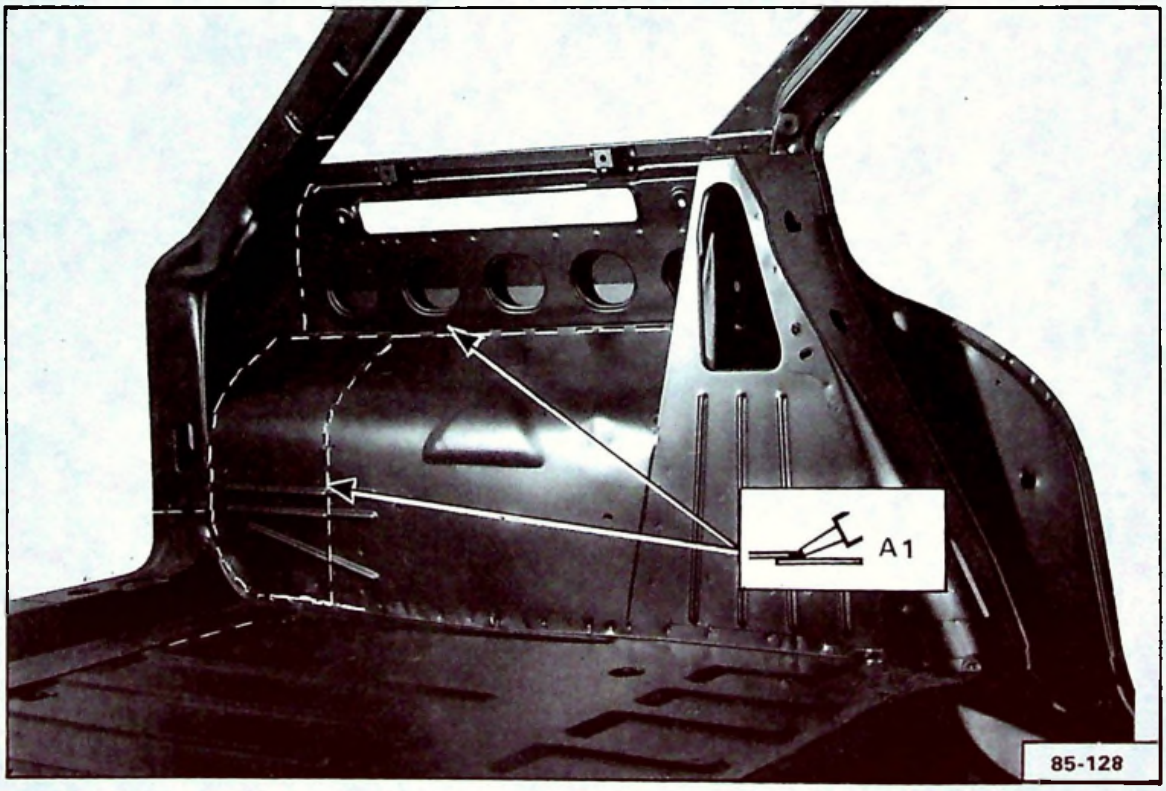
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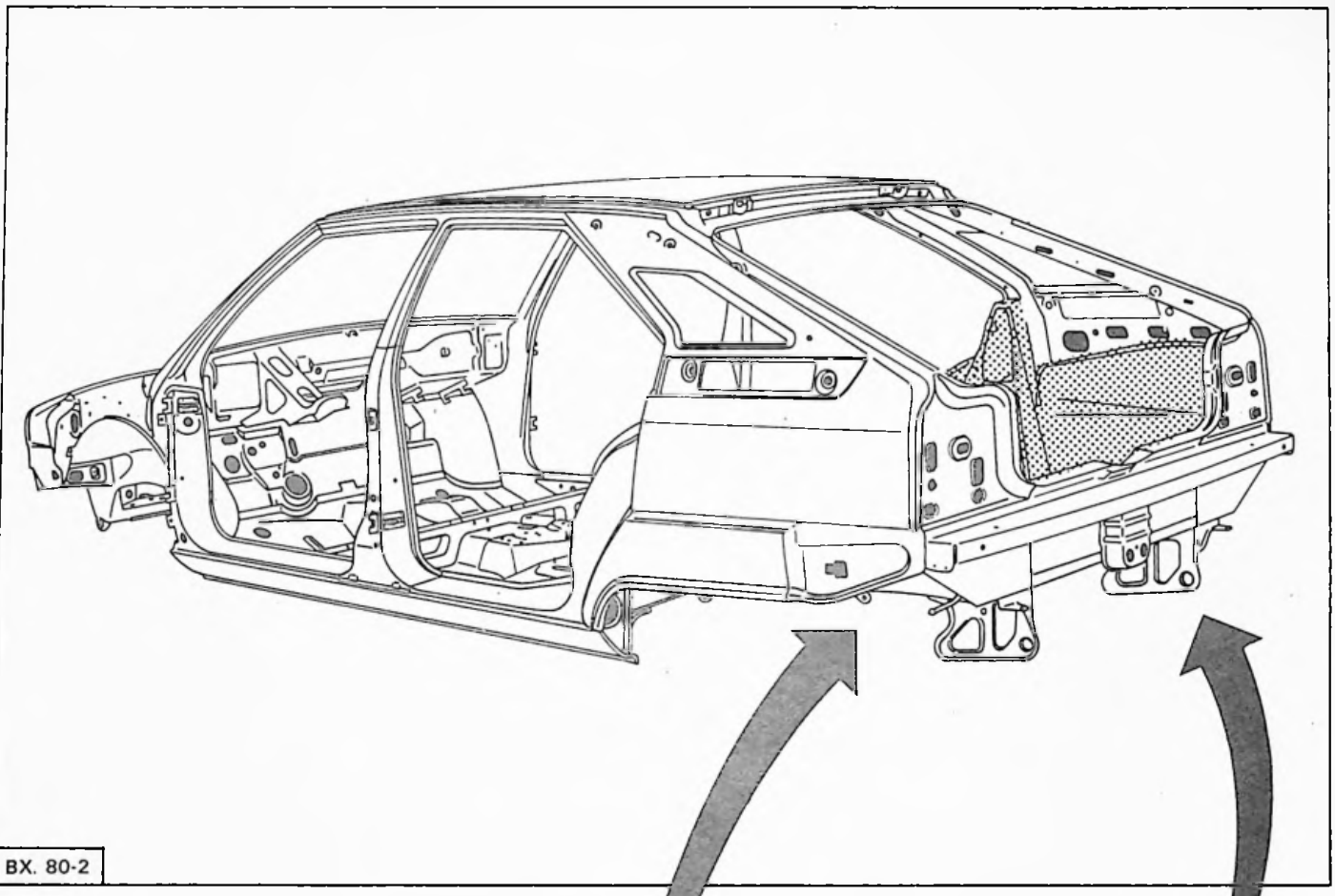
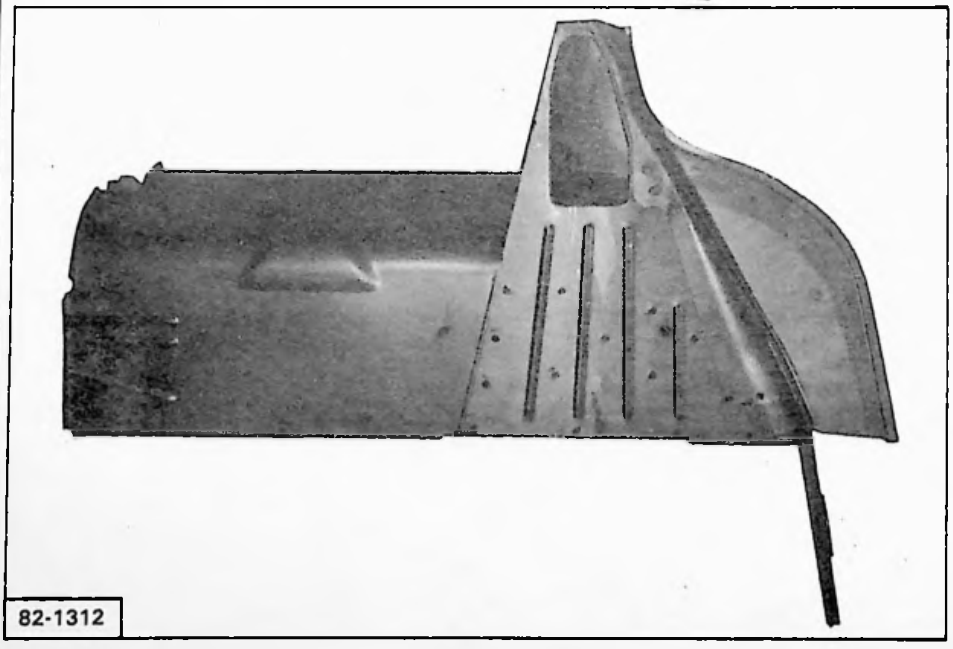
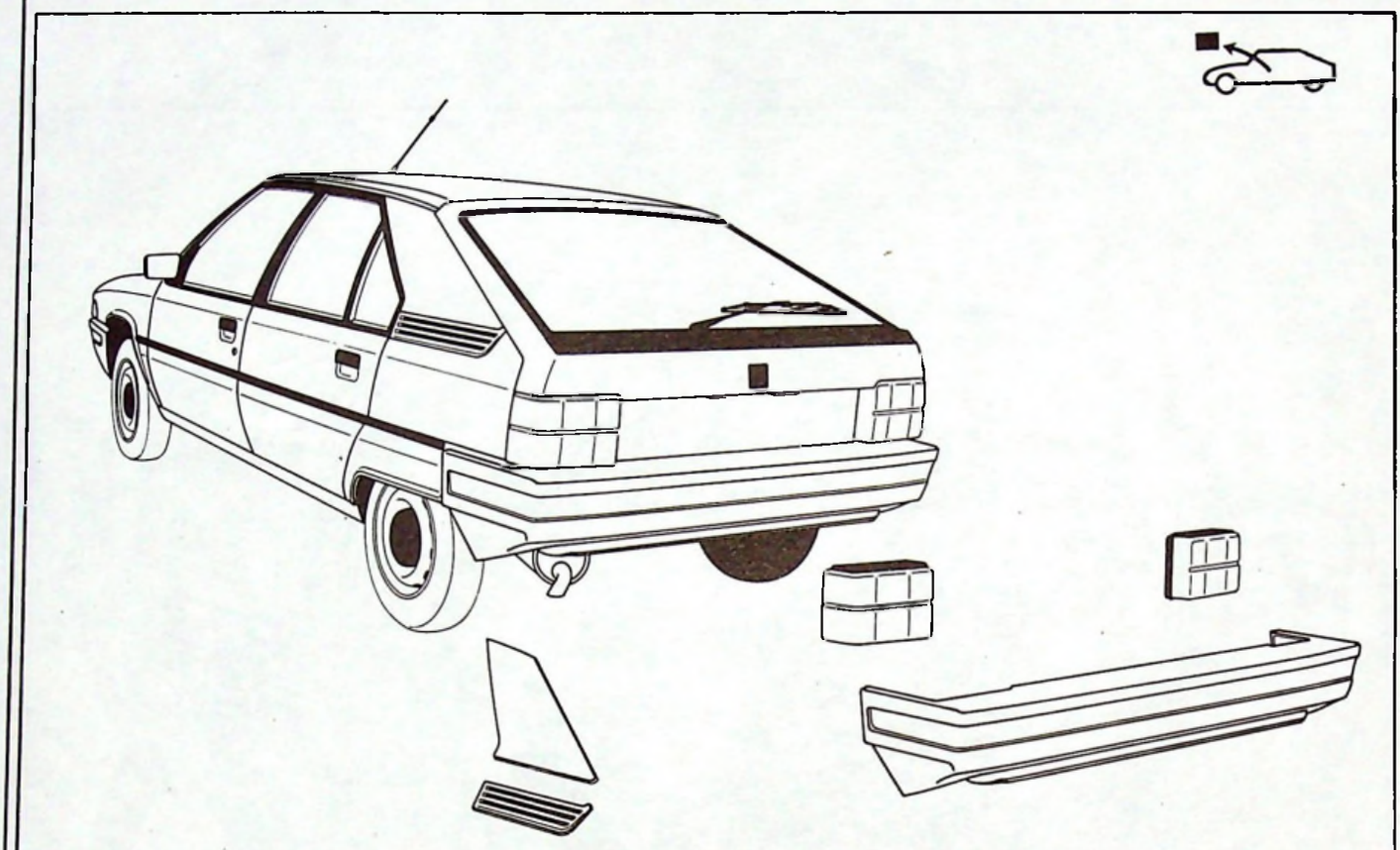


BX. 80-2



82-1312

82-769



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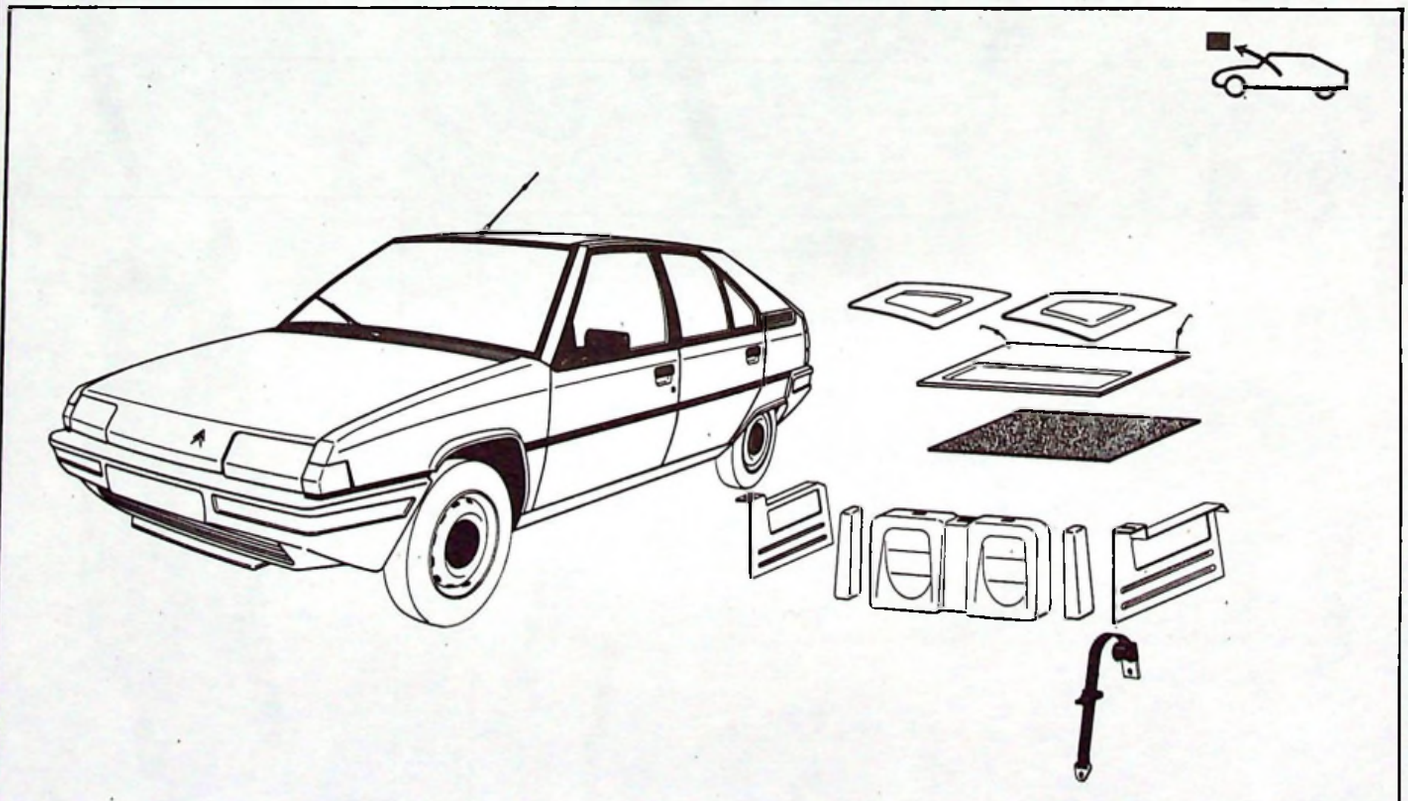
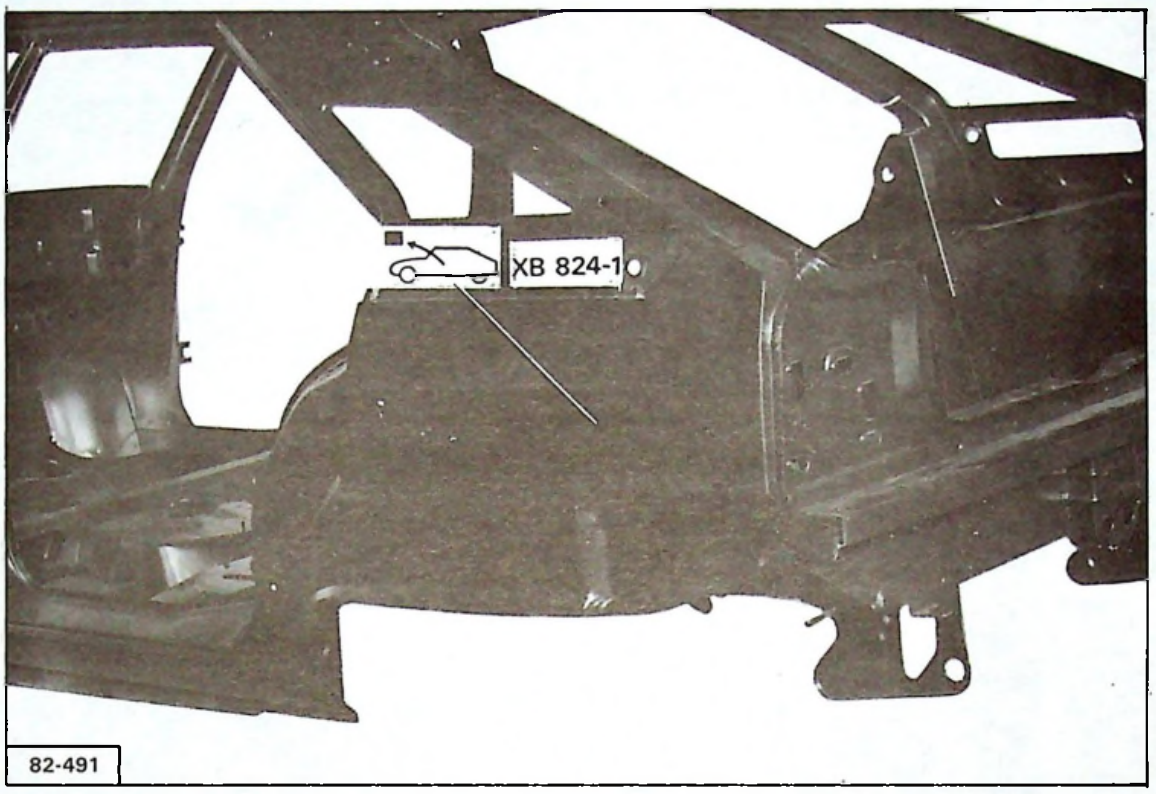


BX. 80-8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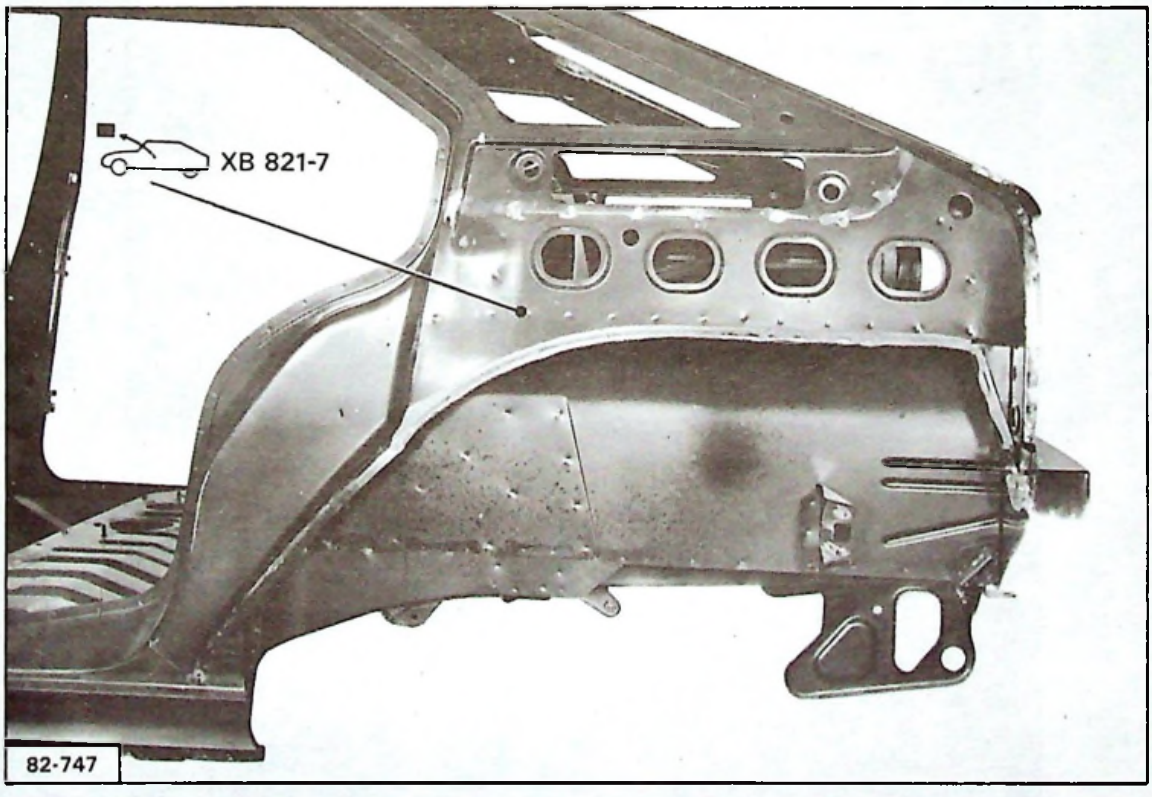
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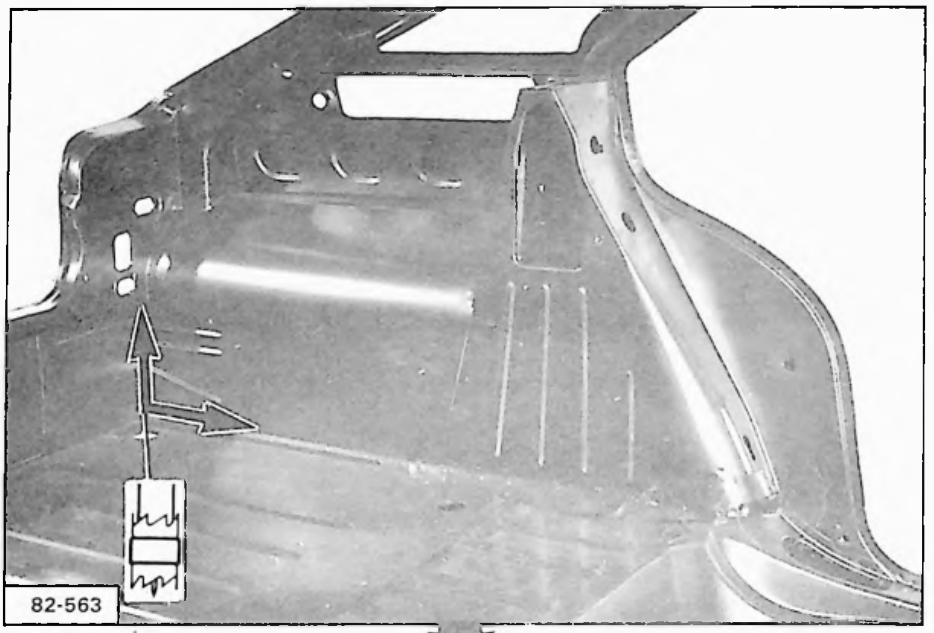
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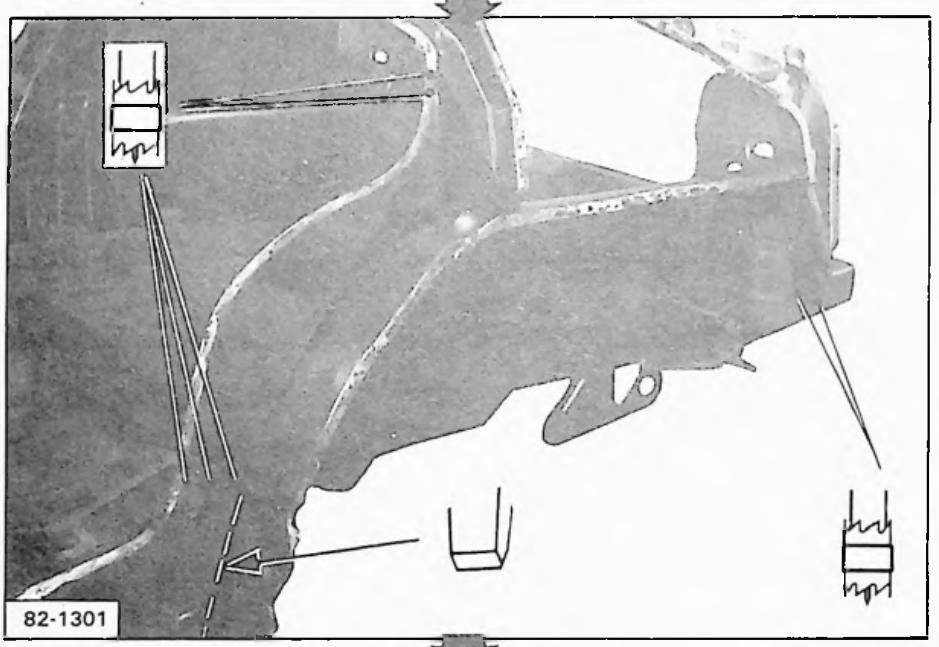
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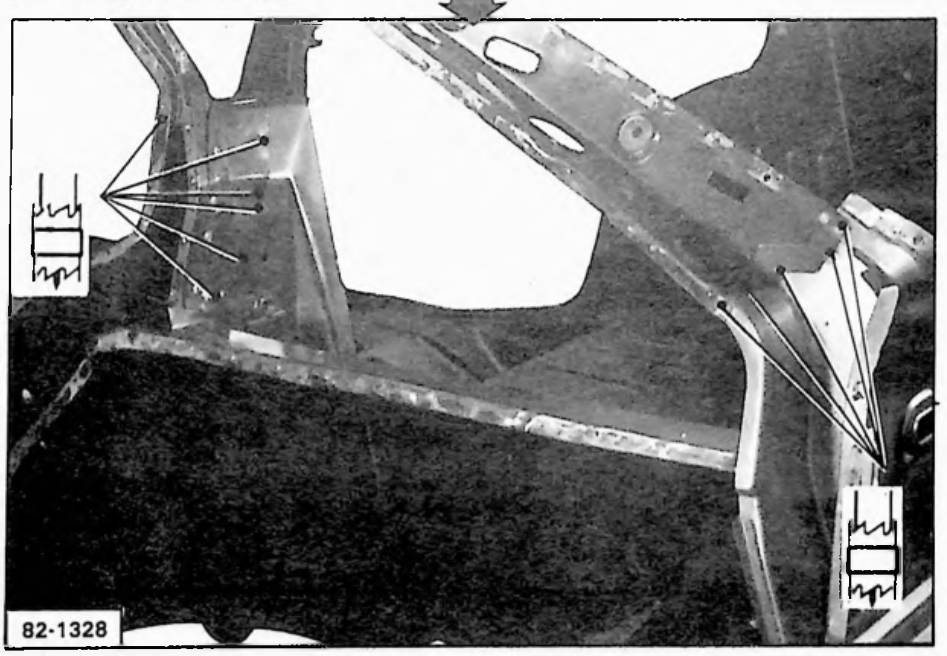
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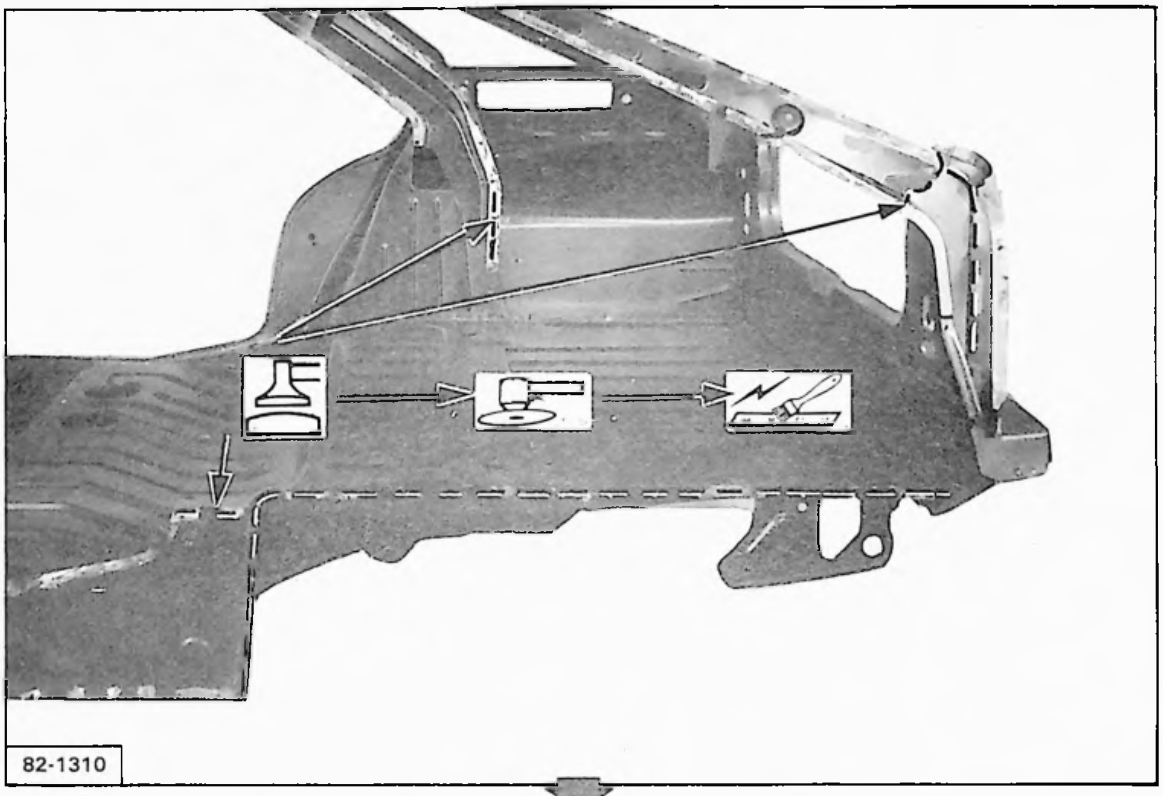
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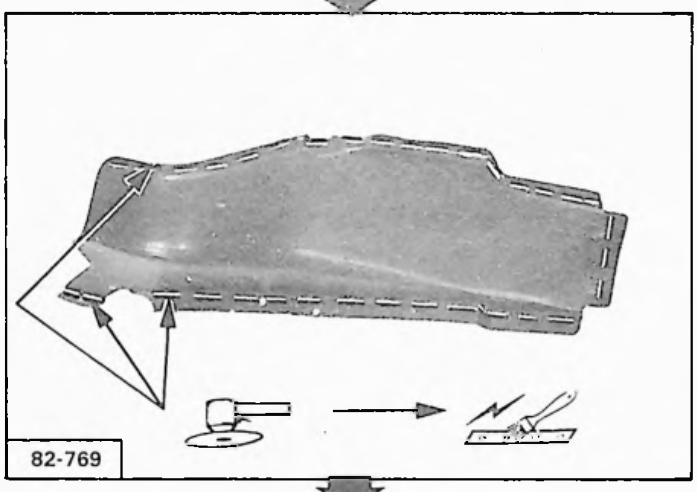
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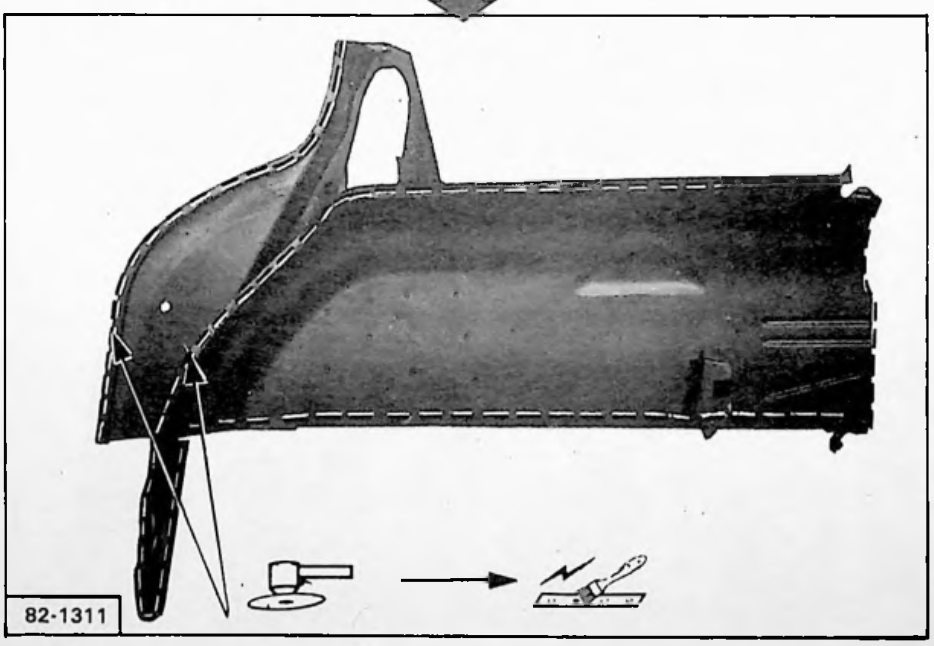
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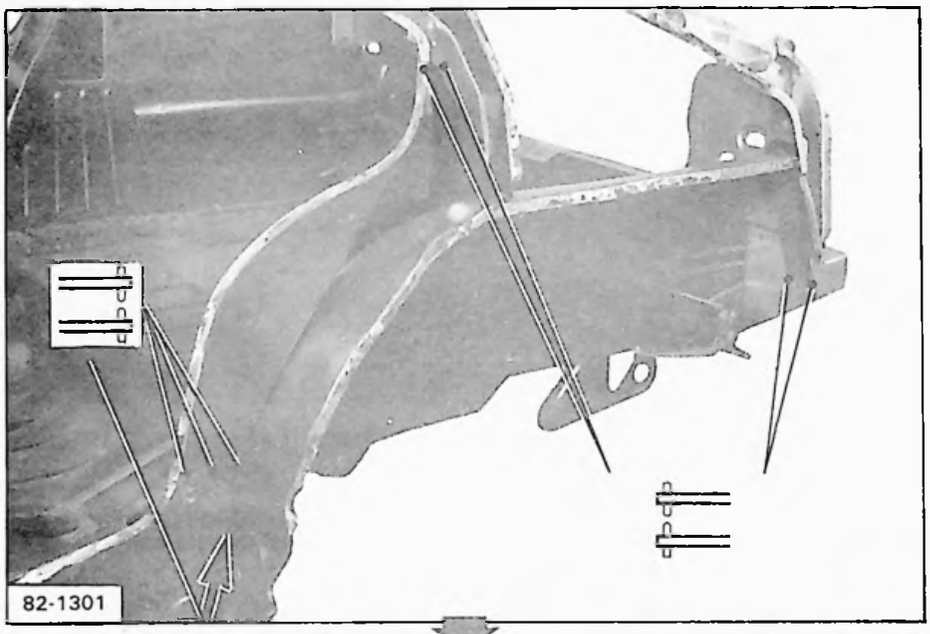
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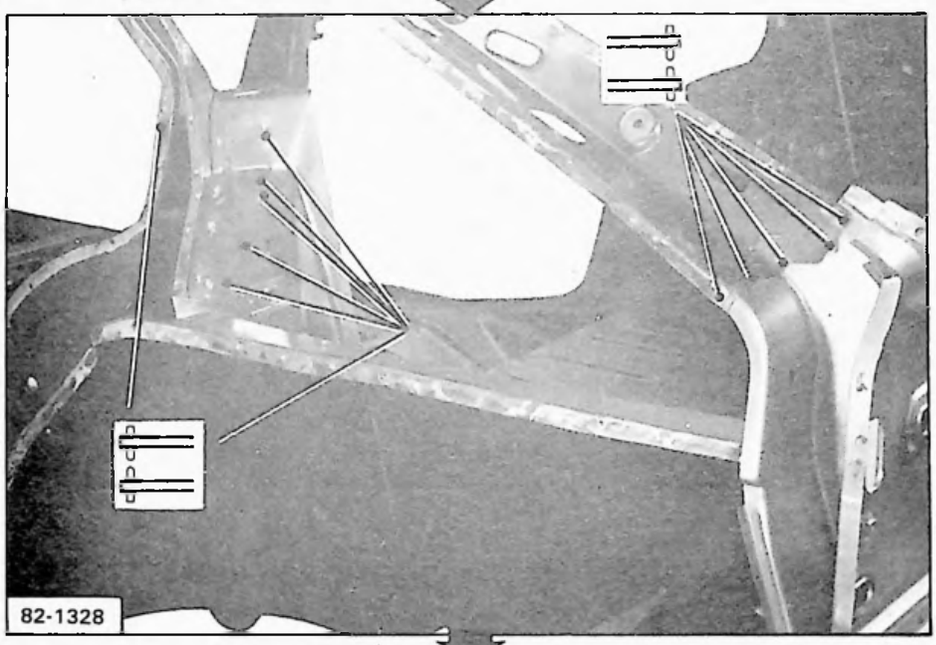
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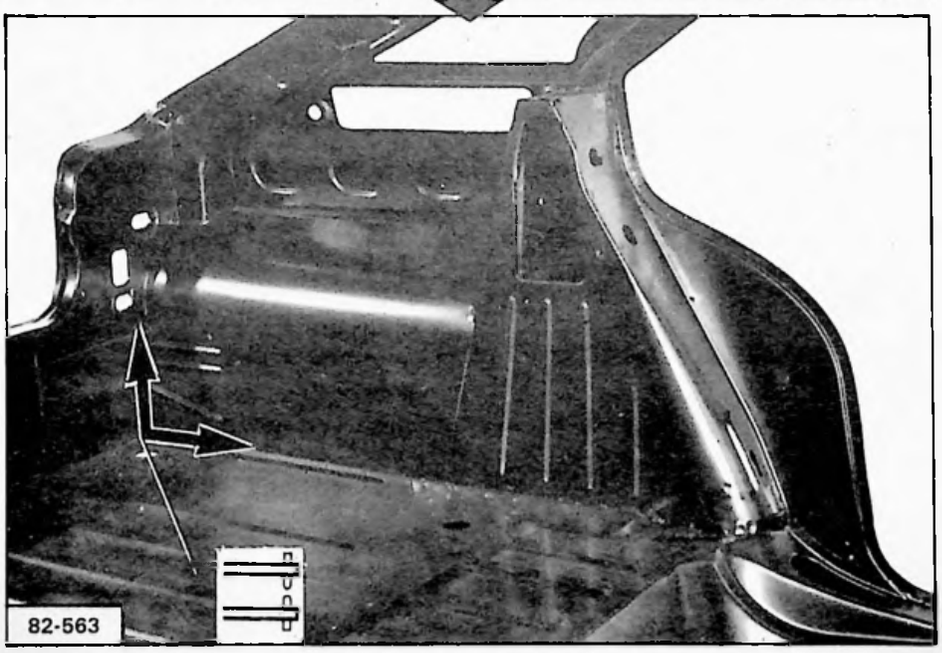
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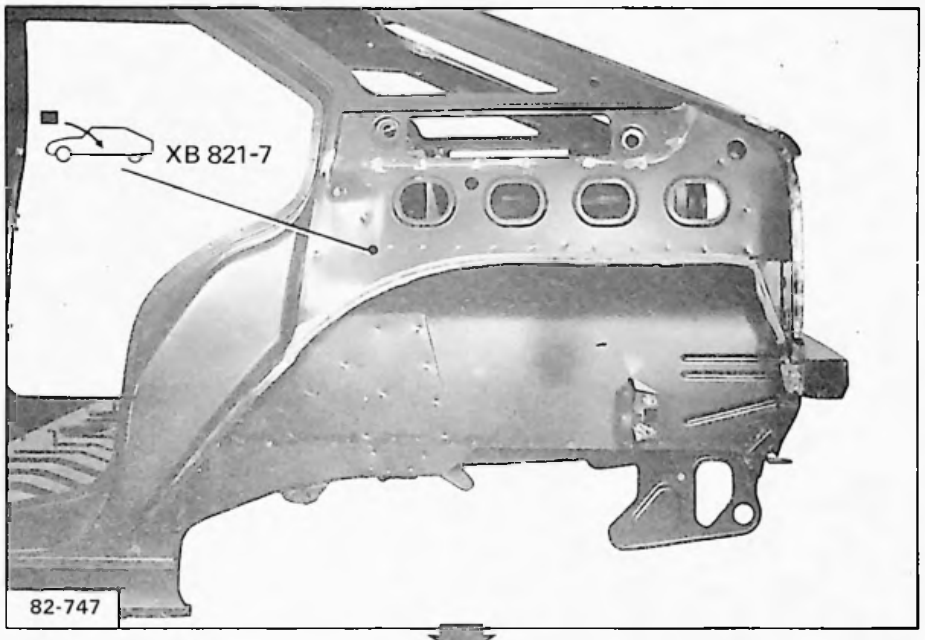
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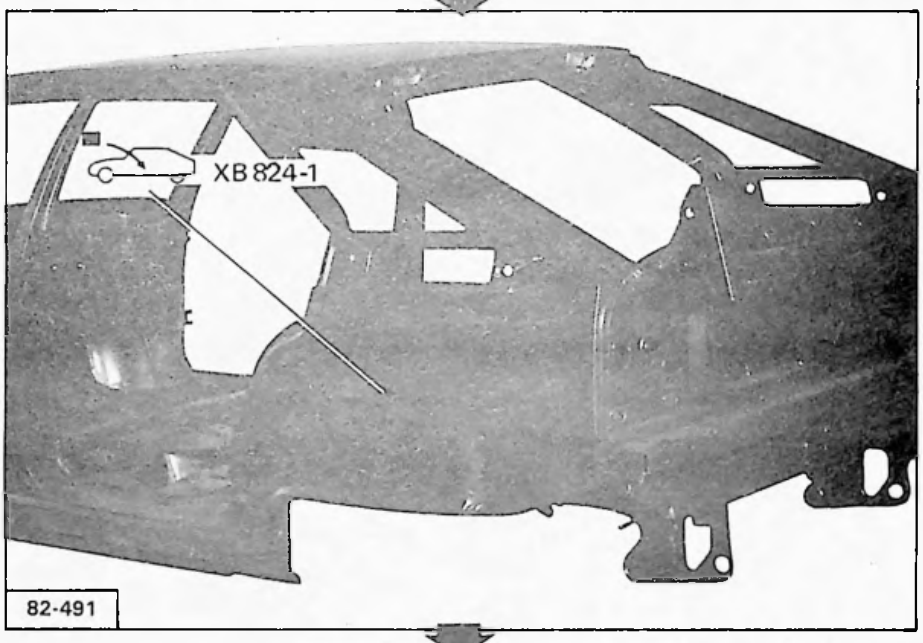
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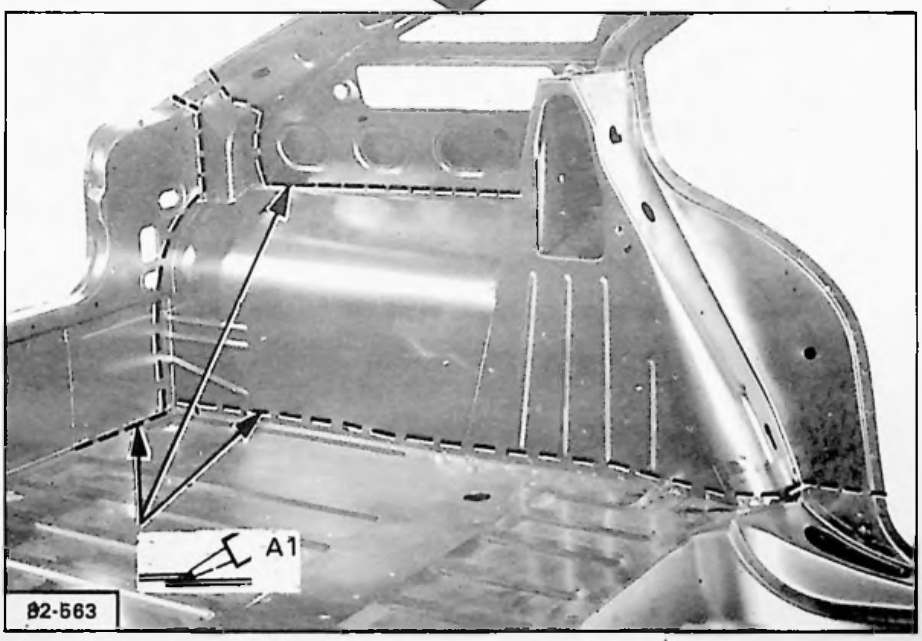
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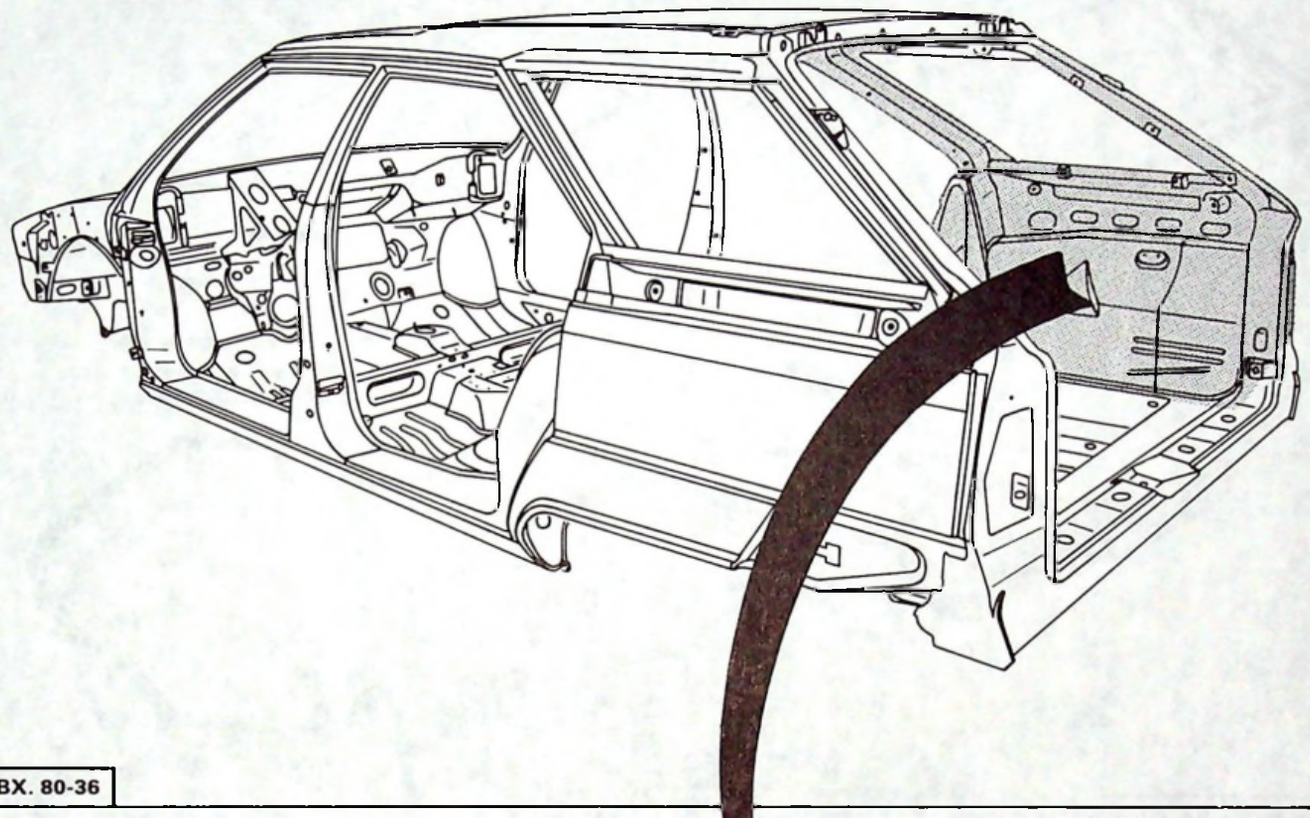
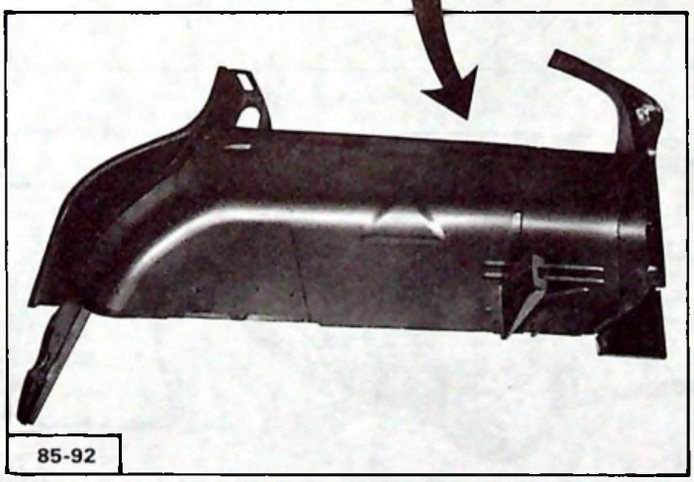


BX. 80-36



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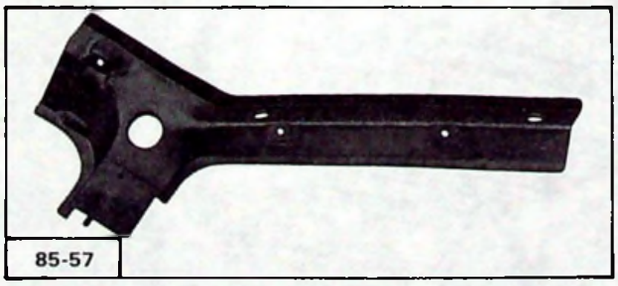

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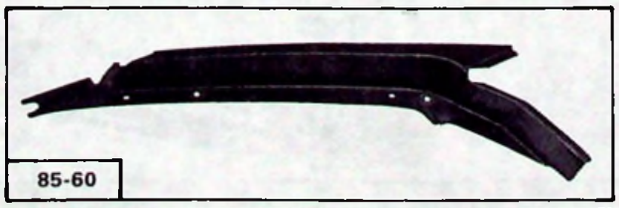

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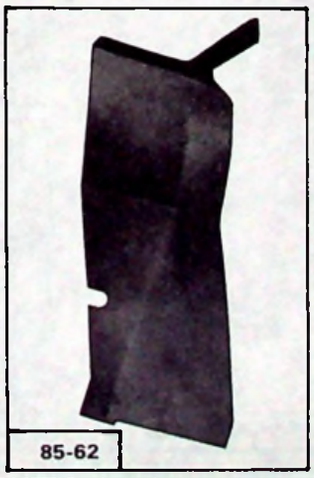

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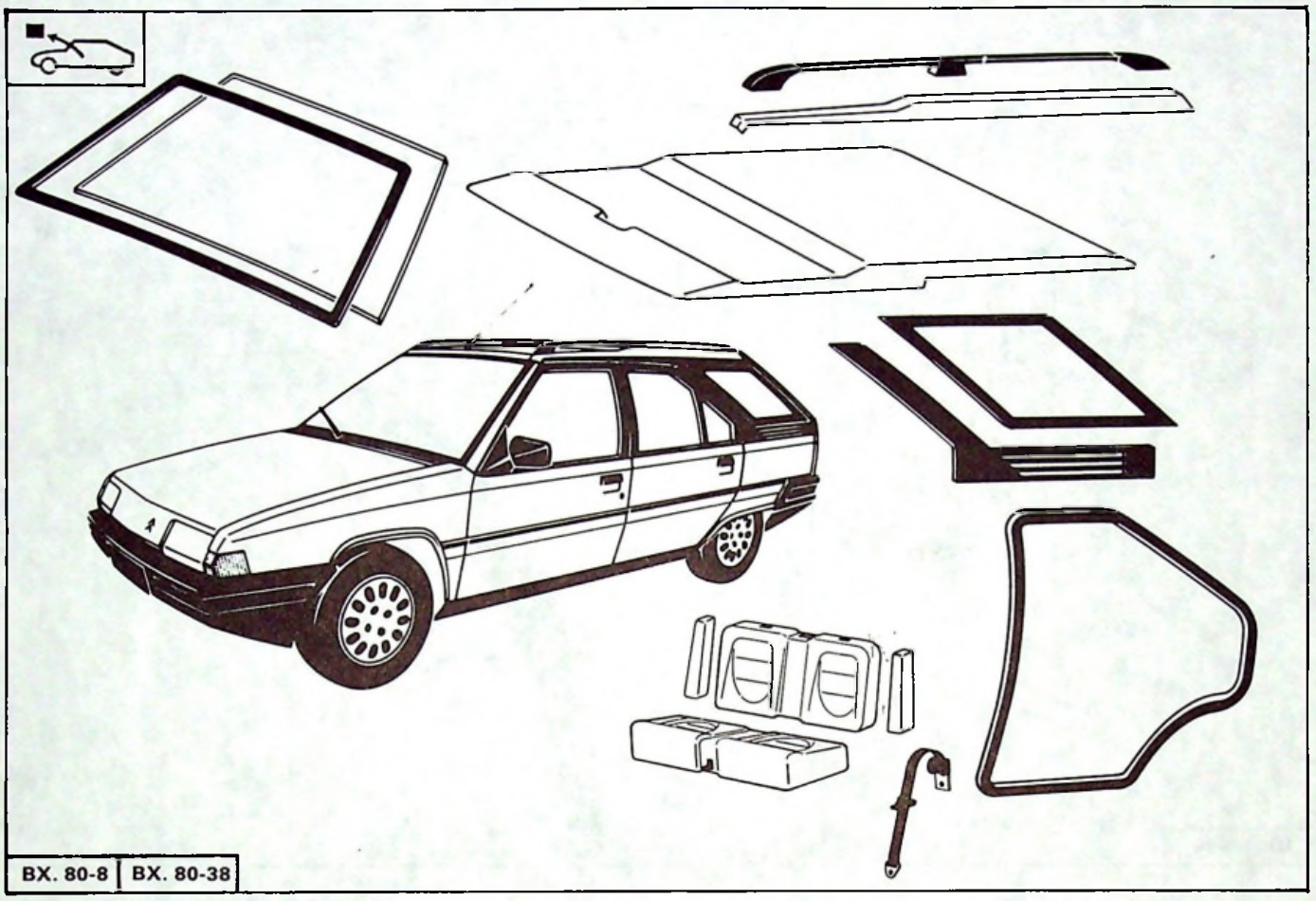
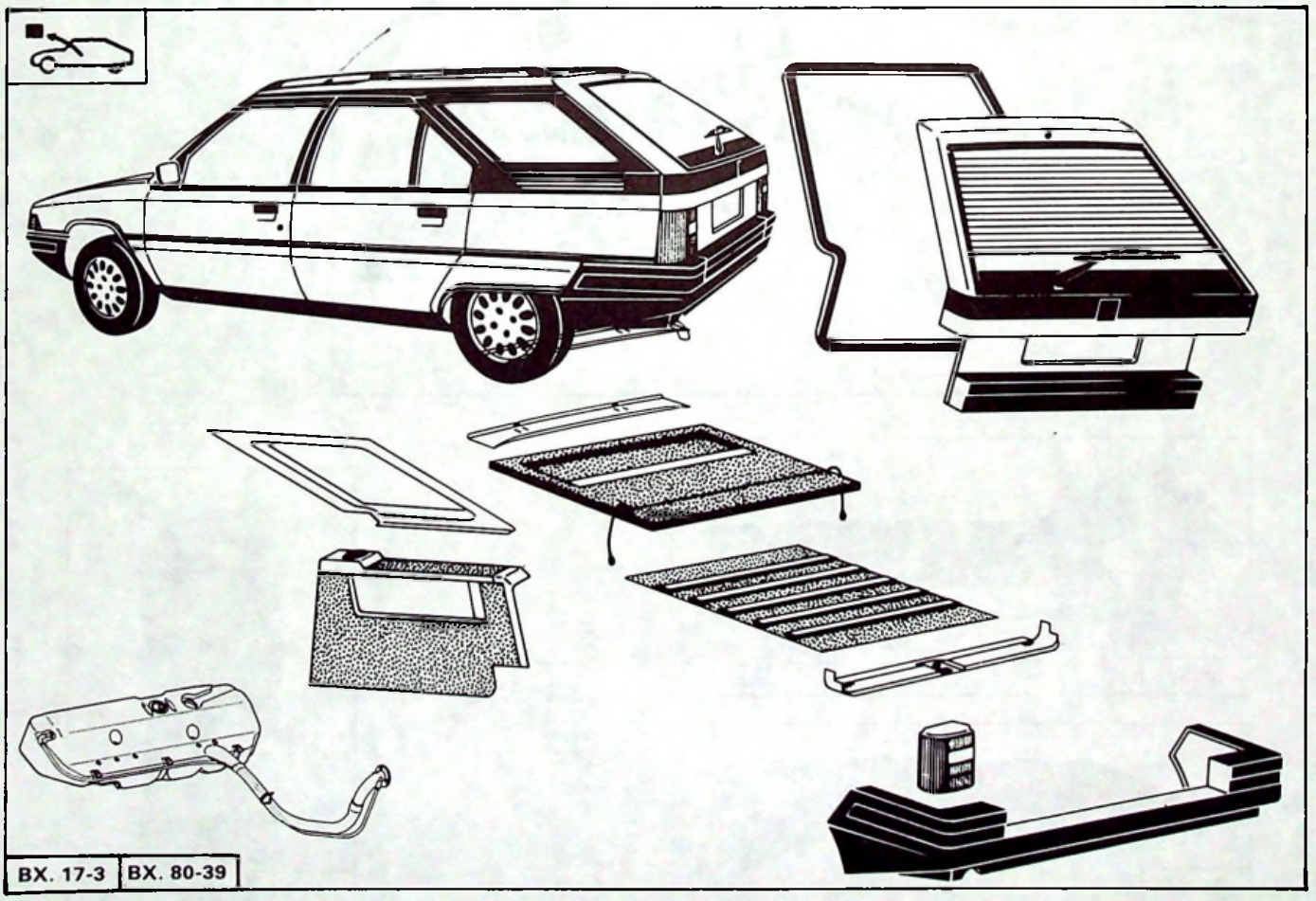
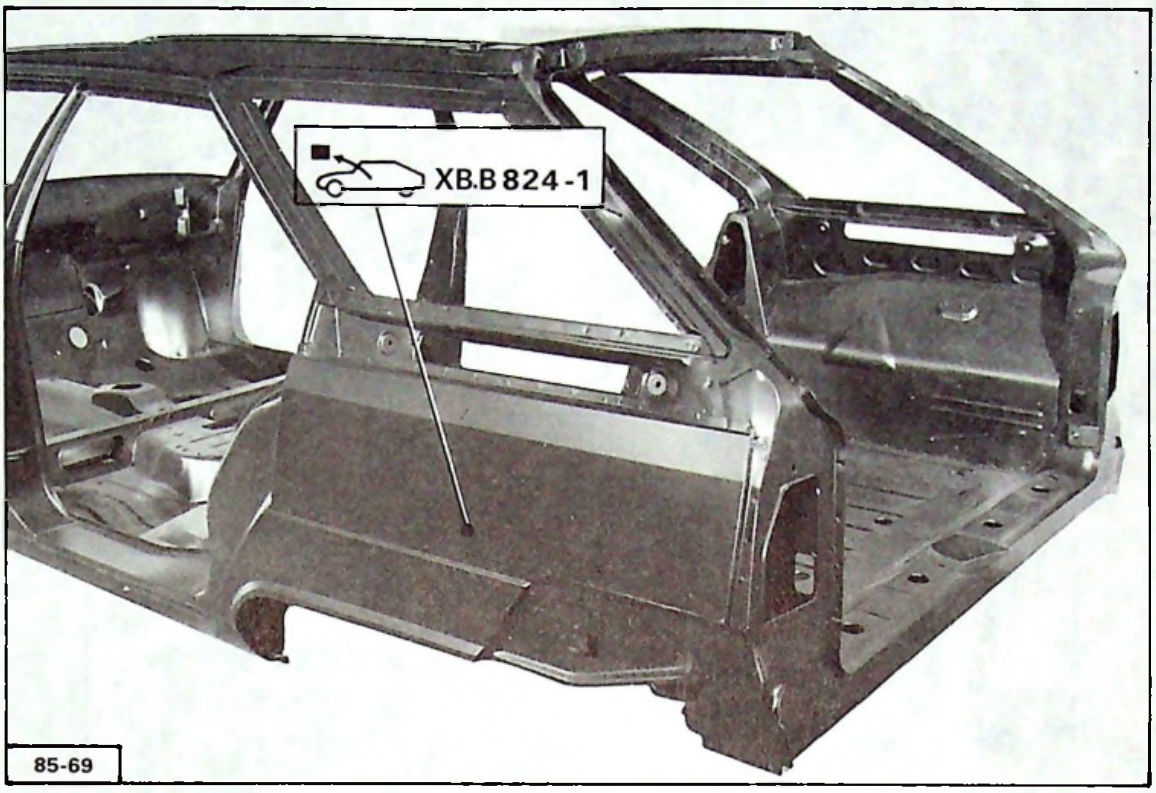


BX. 80-8 | BX. 80-38



BX. 17-3 | BX. 80-39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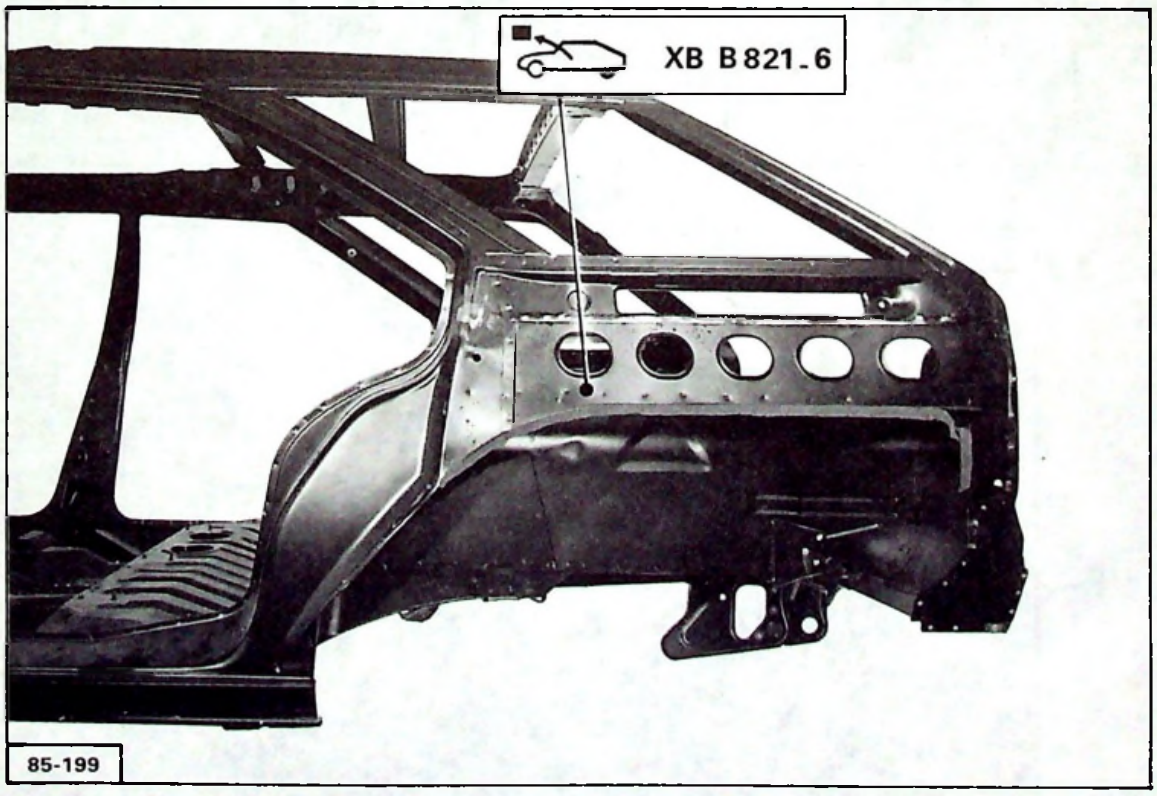
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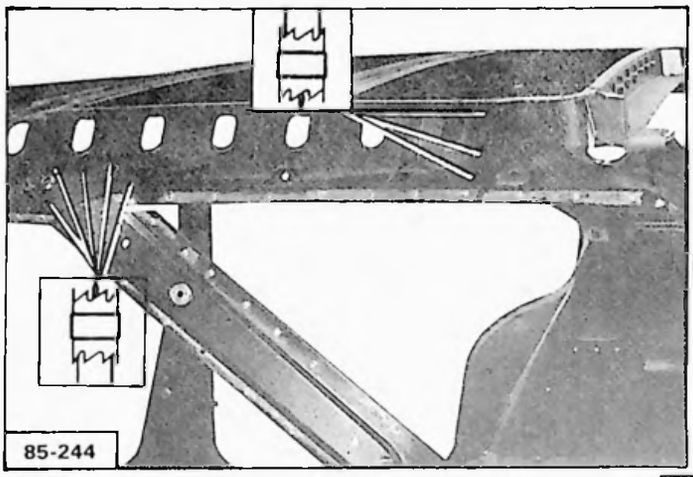
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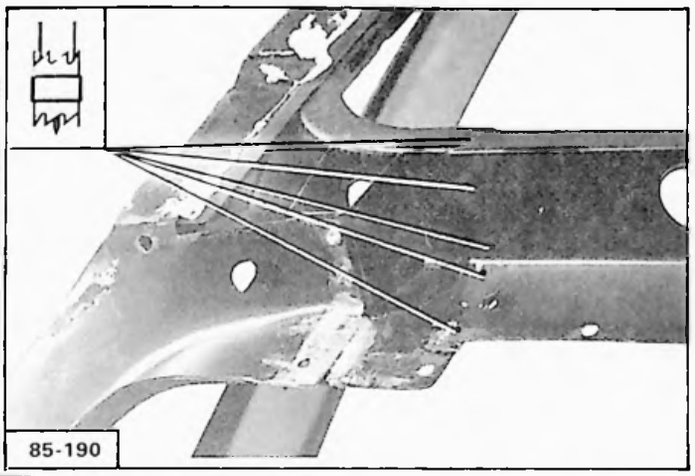
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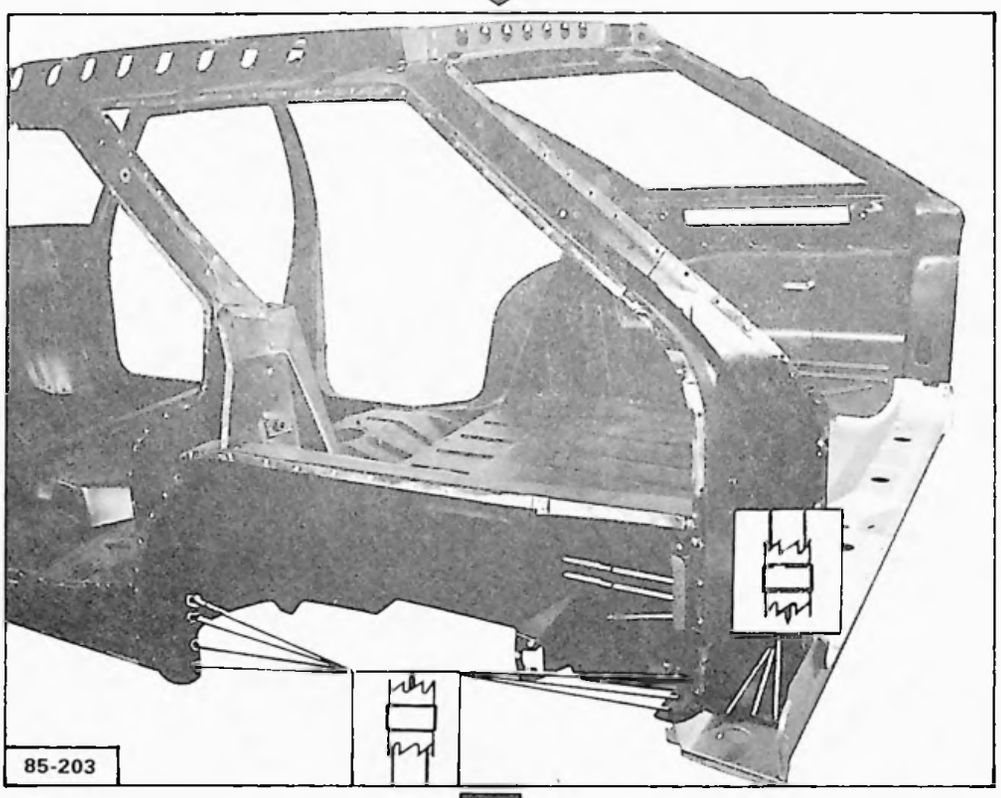
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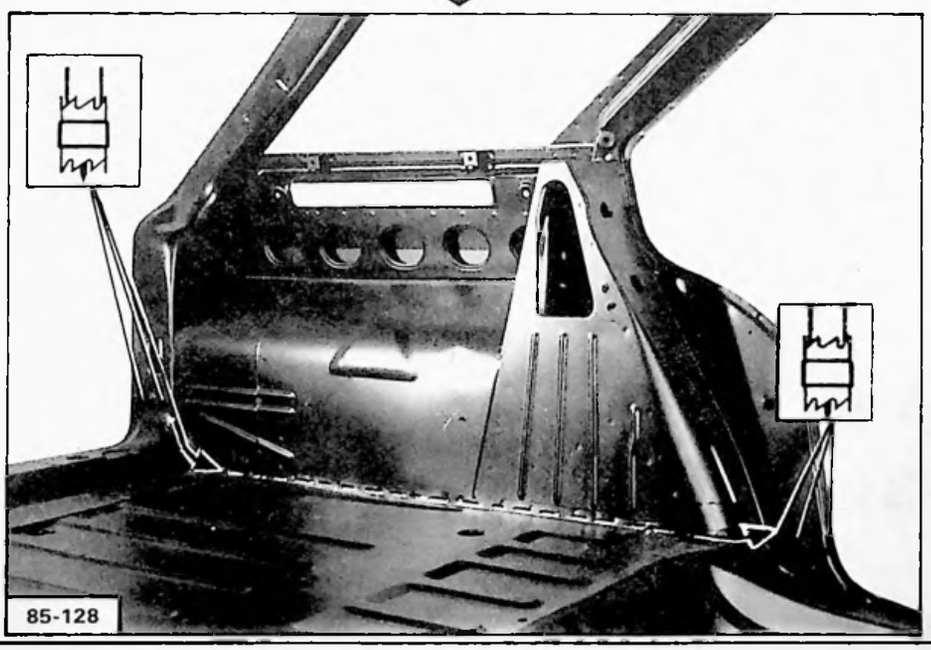
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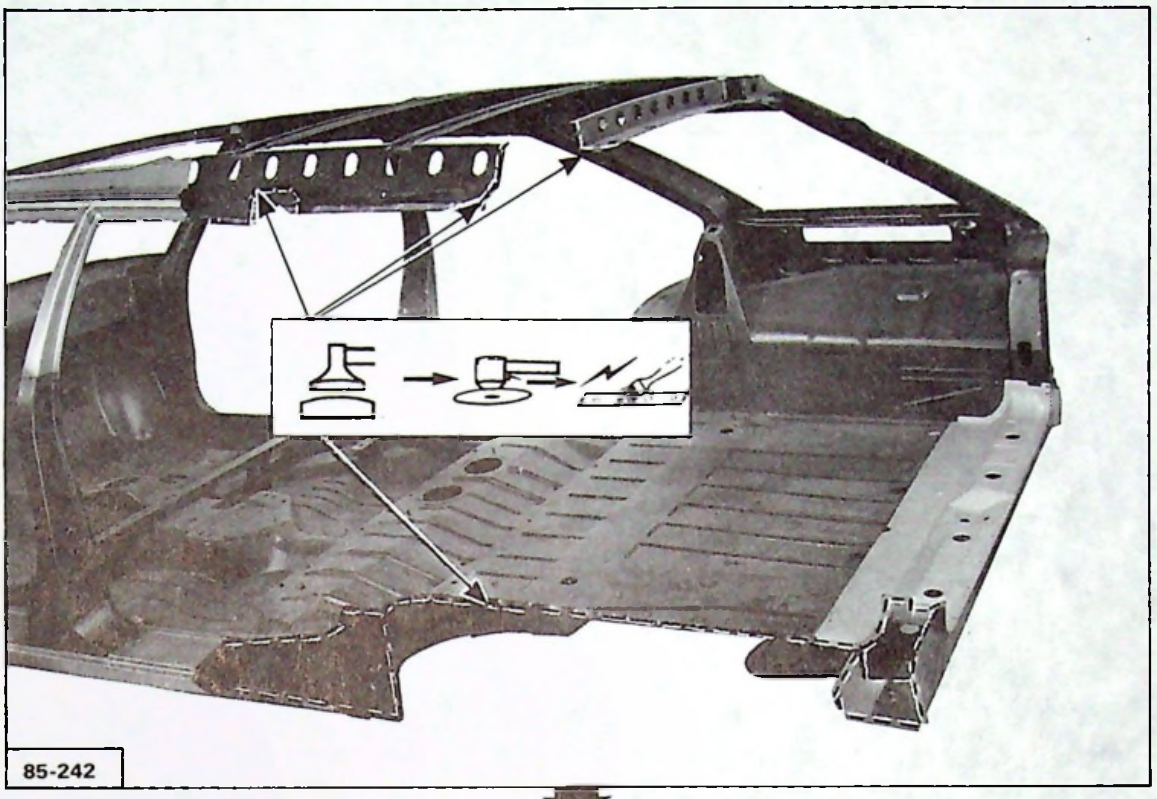
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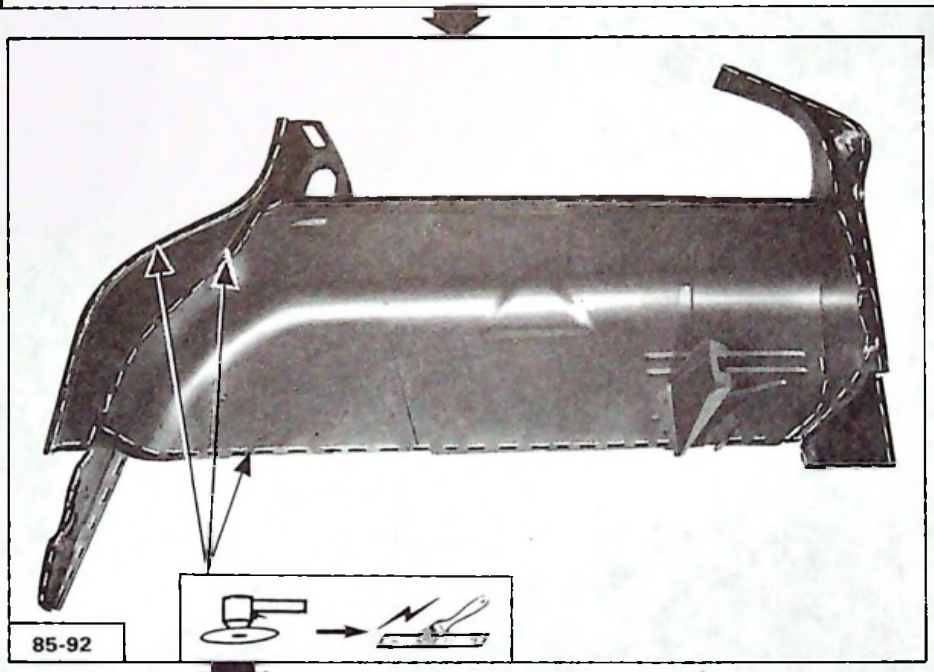
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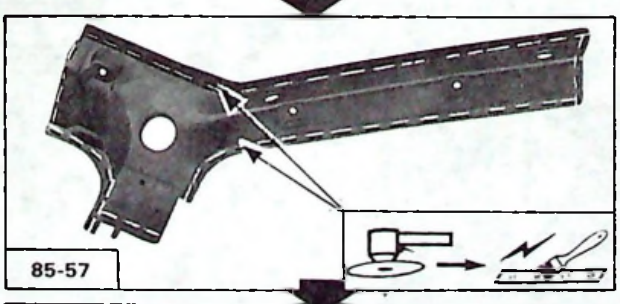
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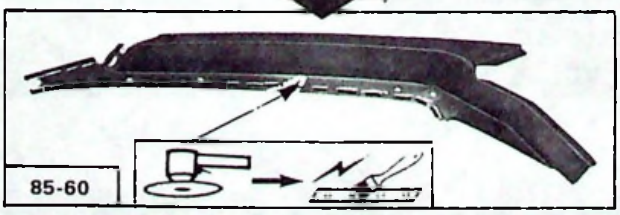
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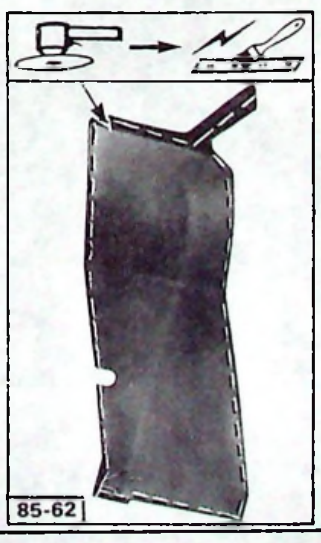
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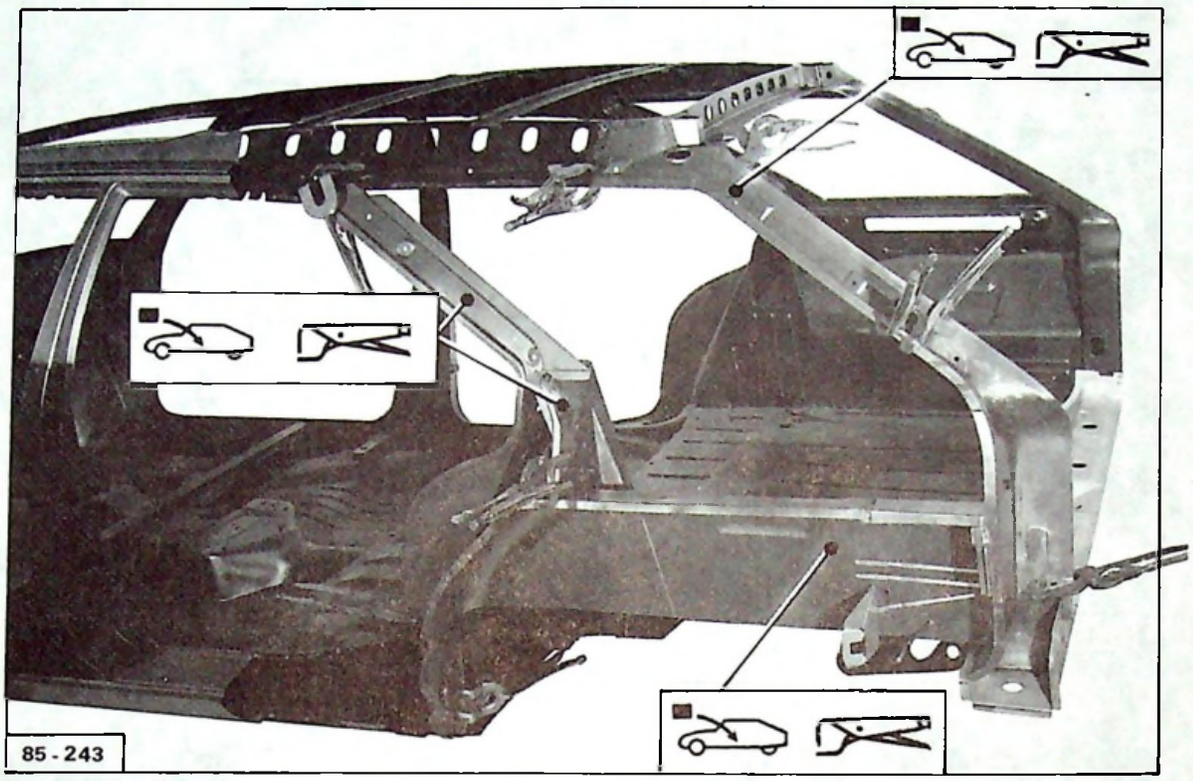
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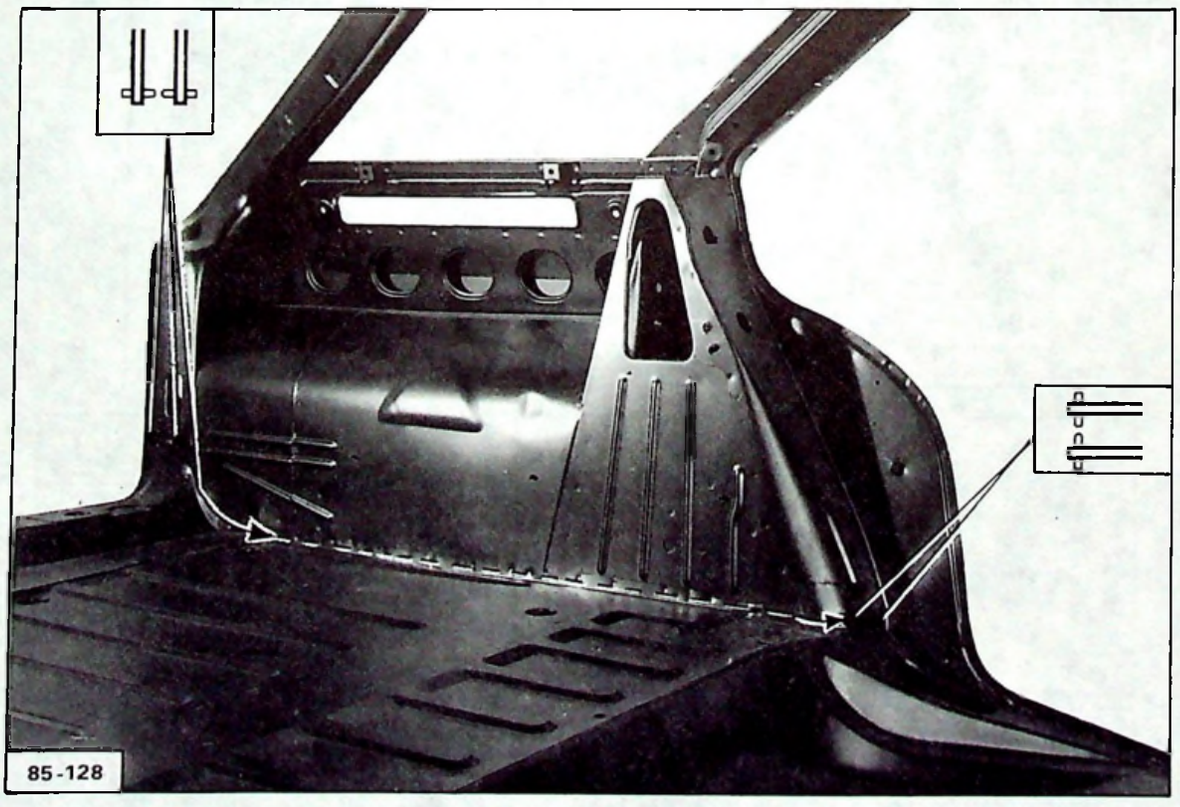
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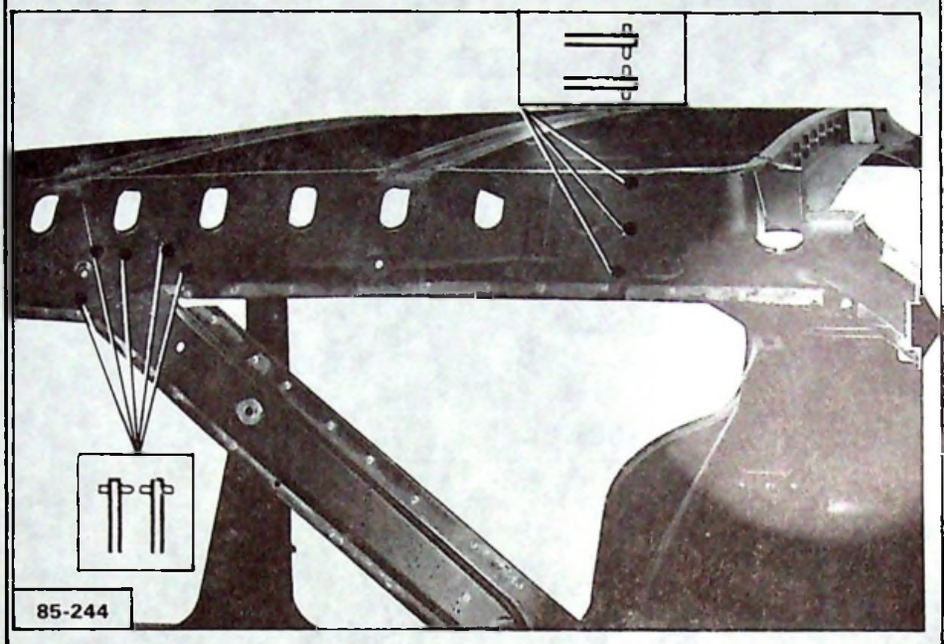
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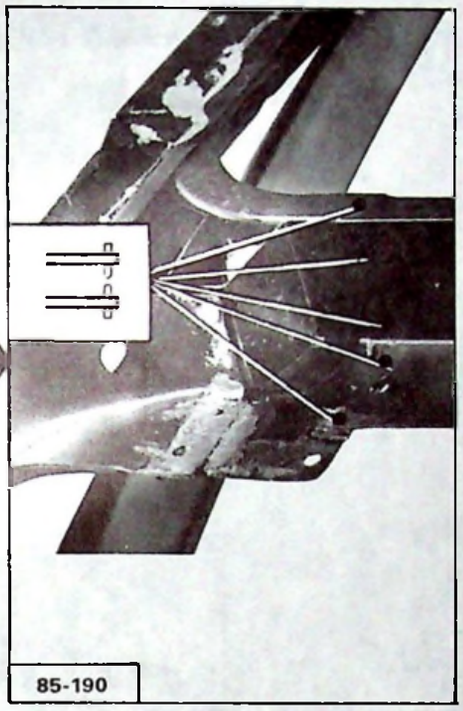
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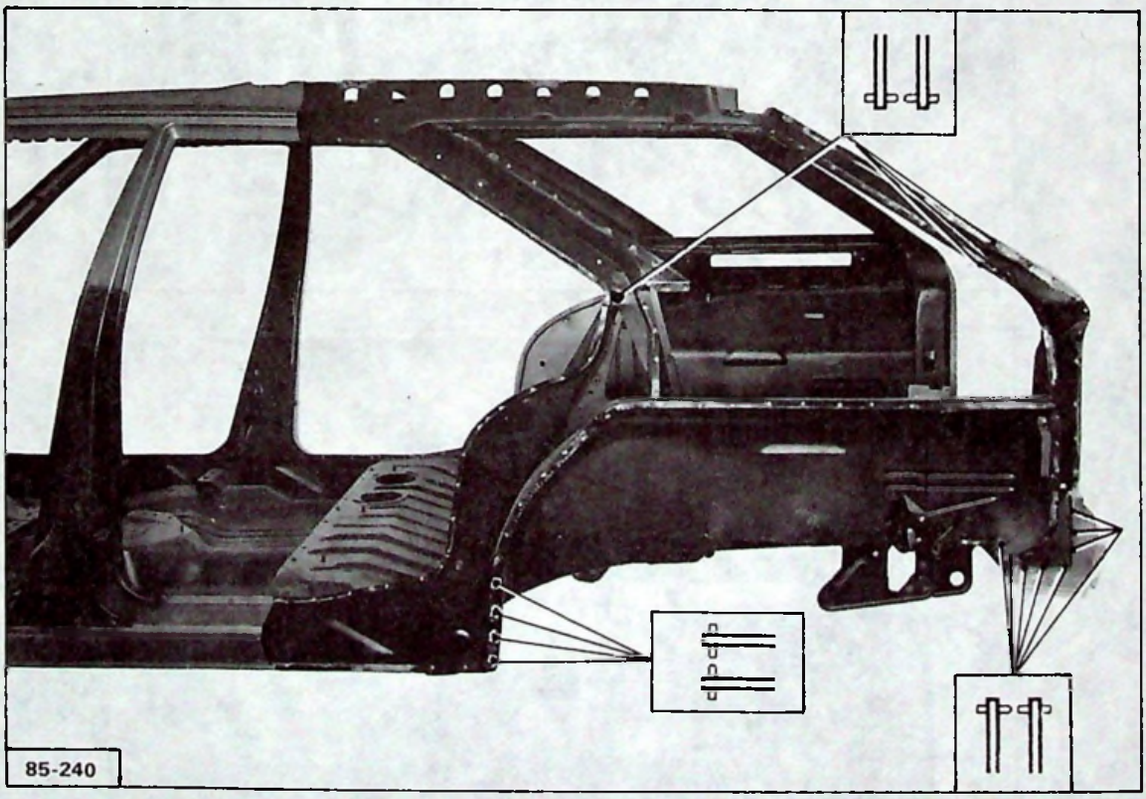
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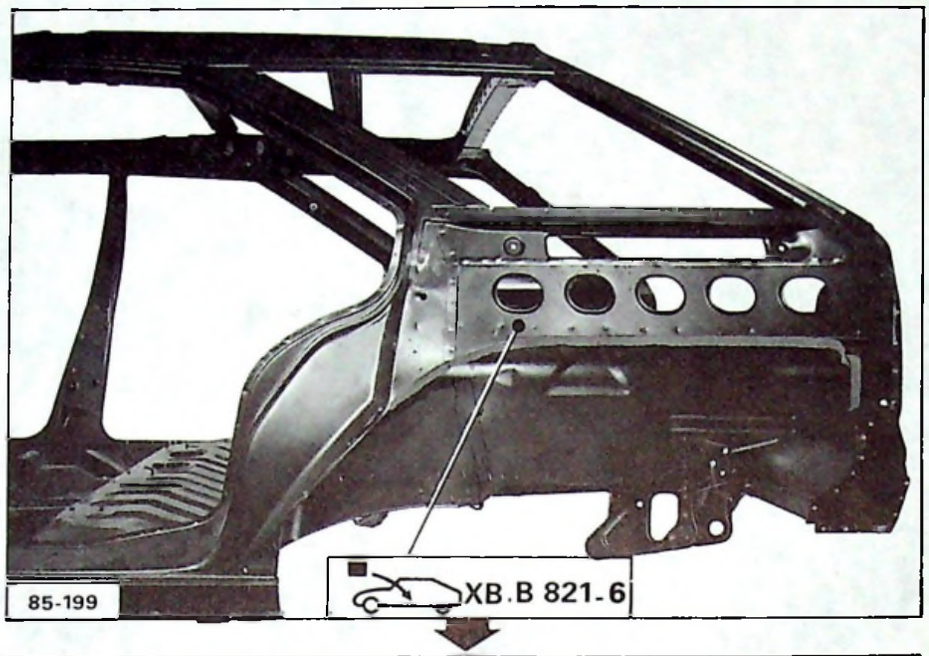
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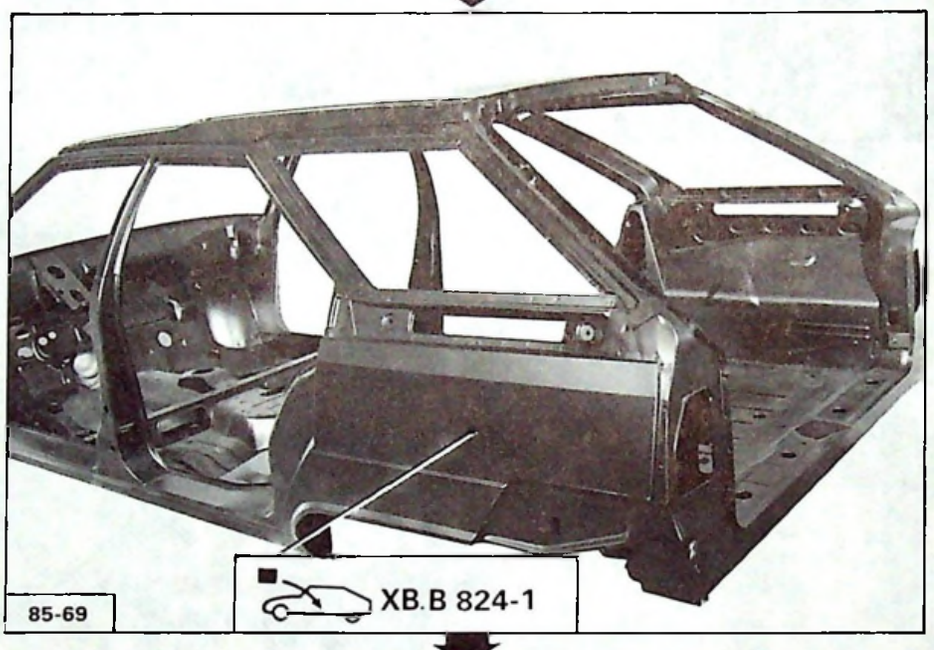
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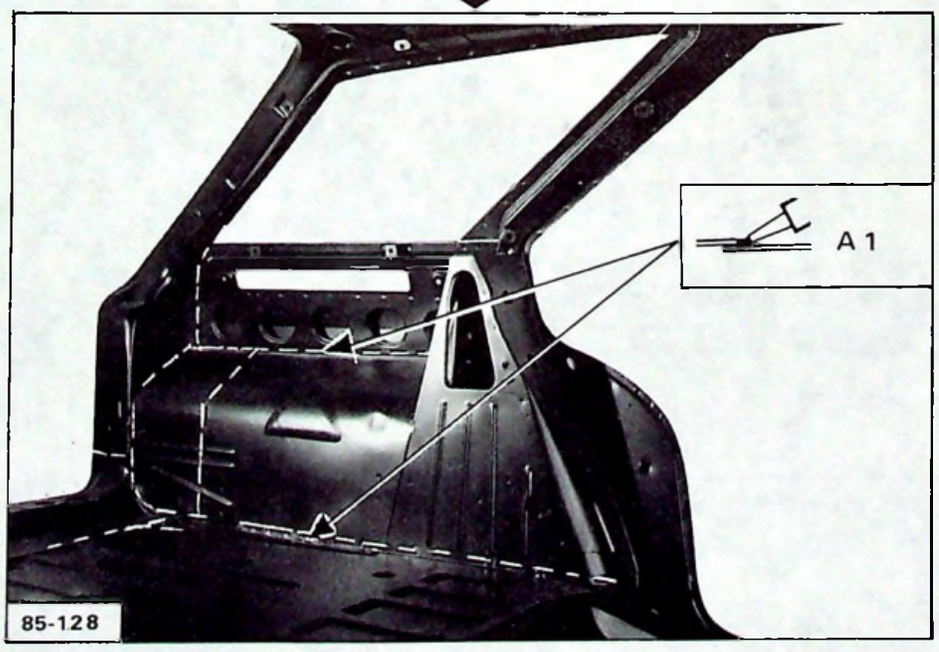
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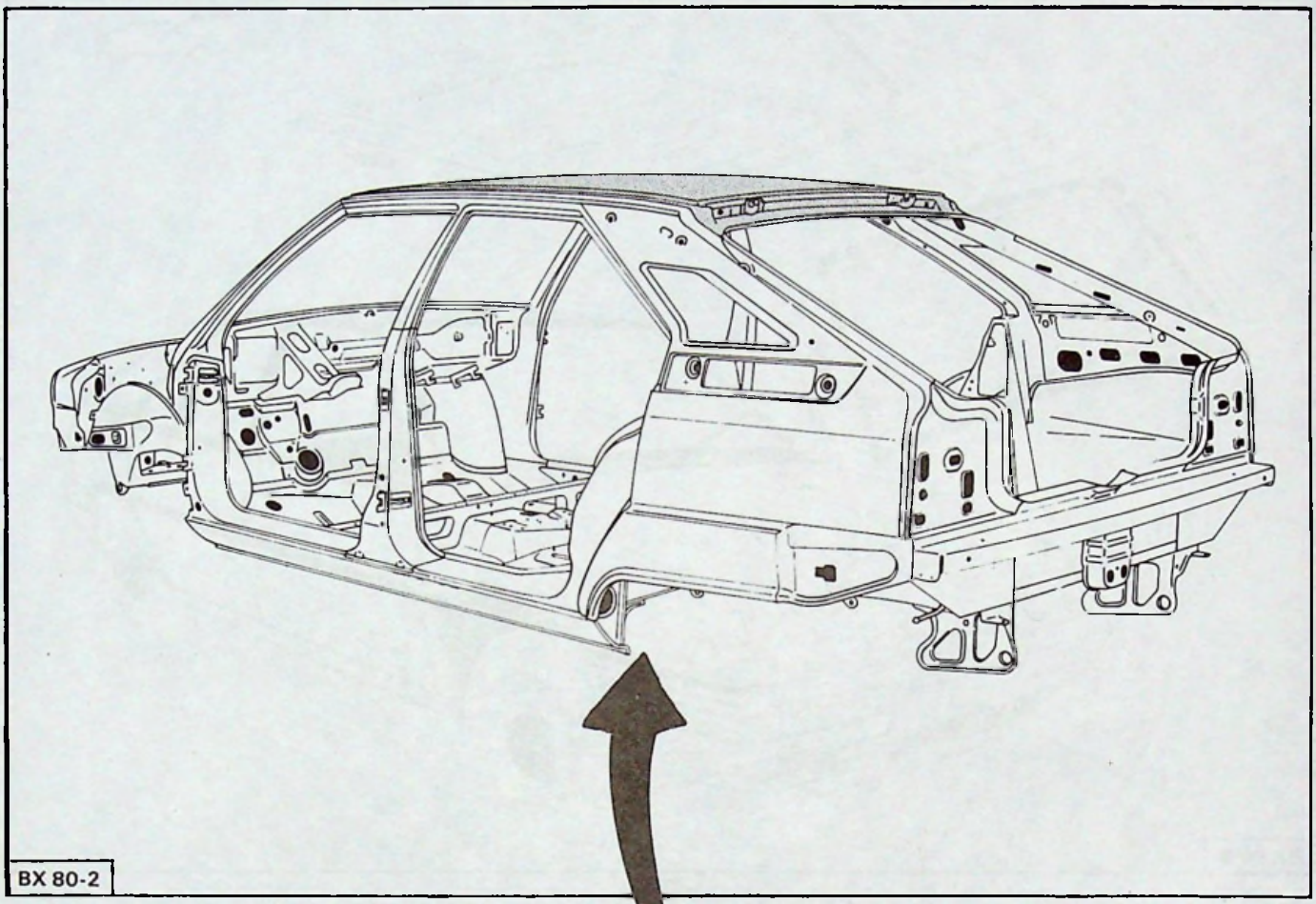
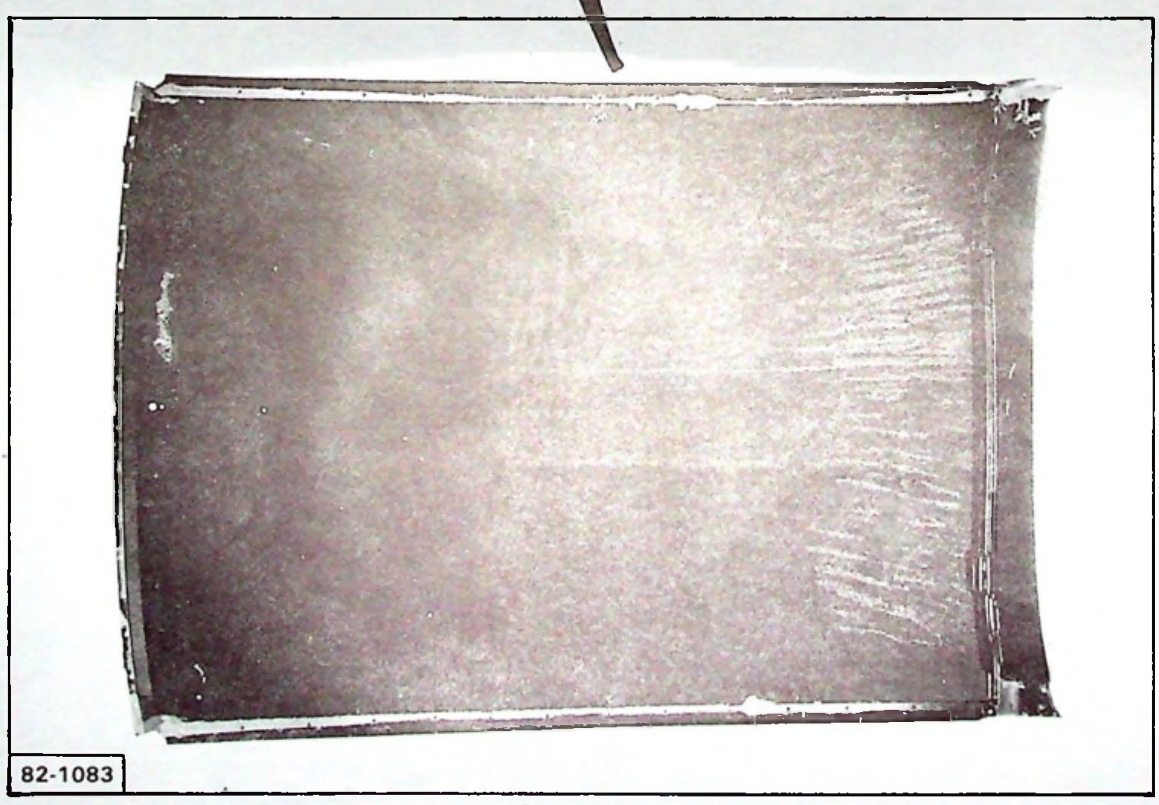


BX 80-2



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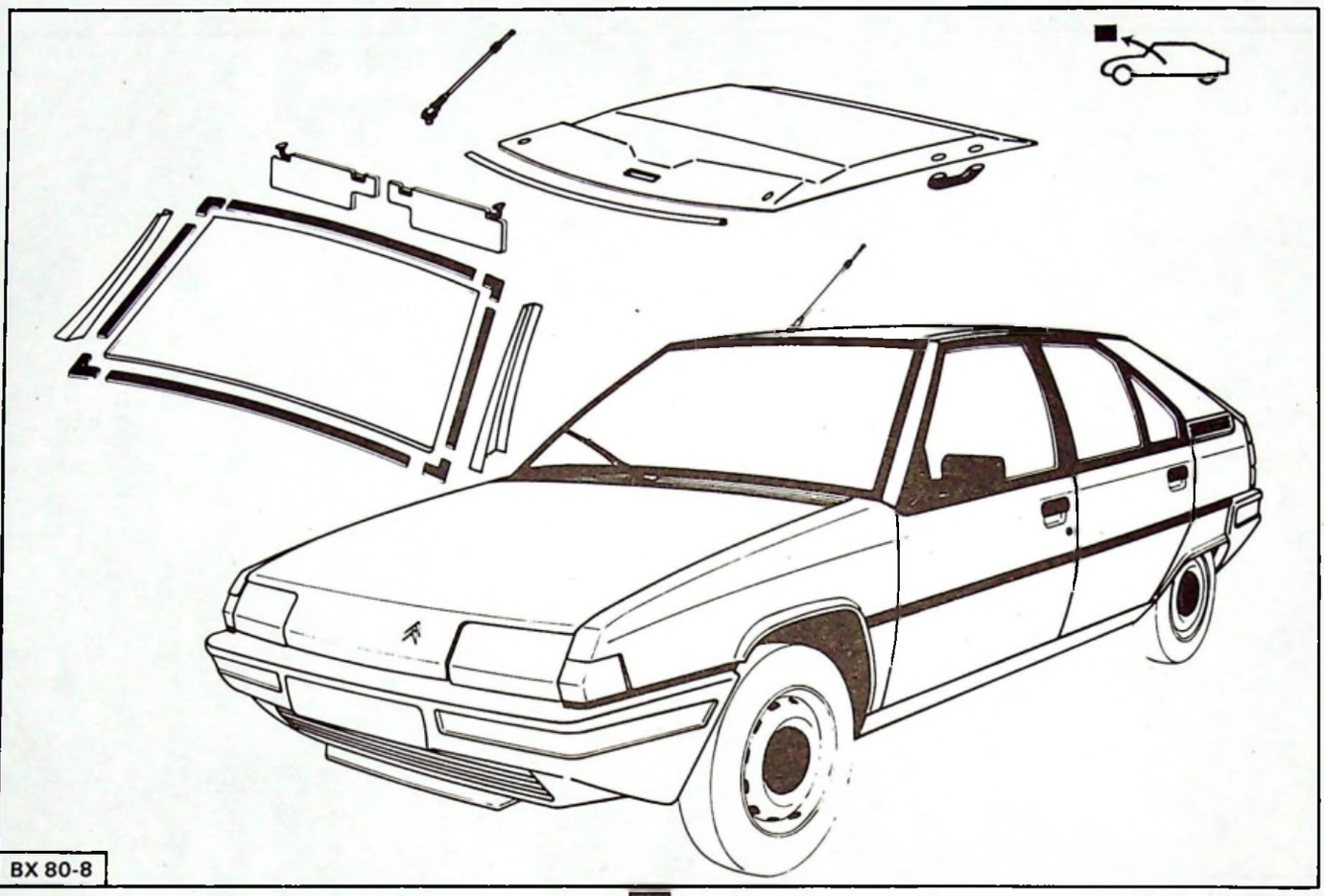
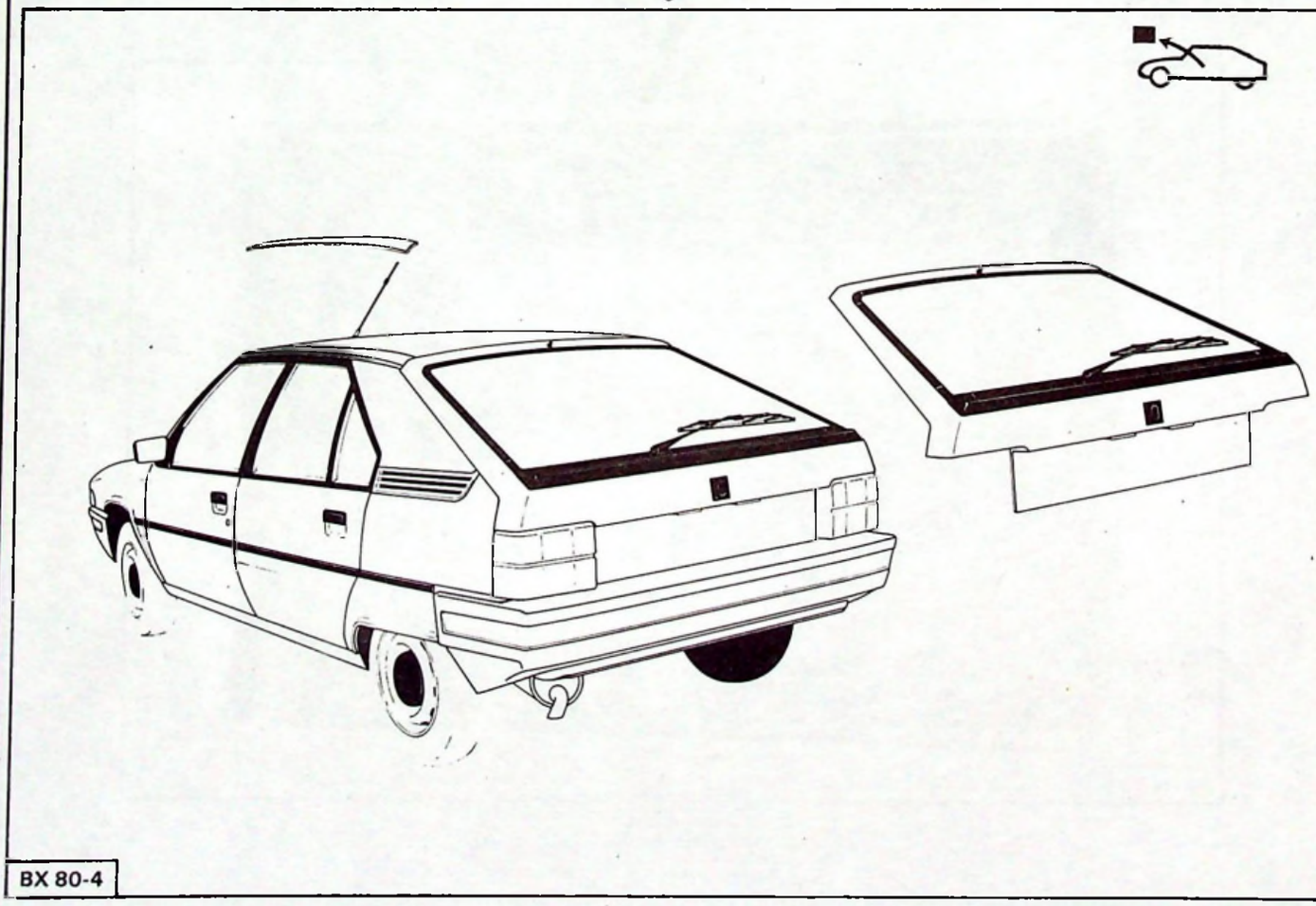


BX 80-8



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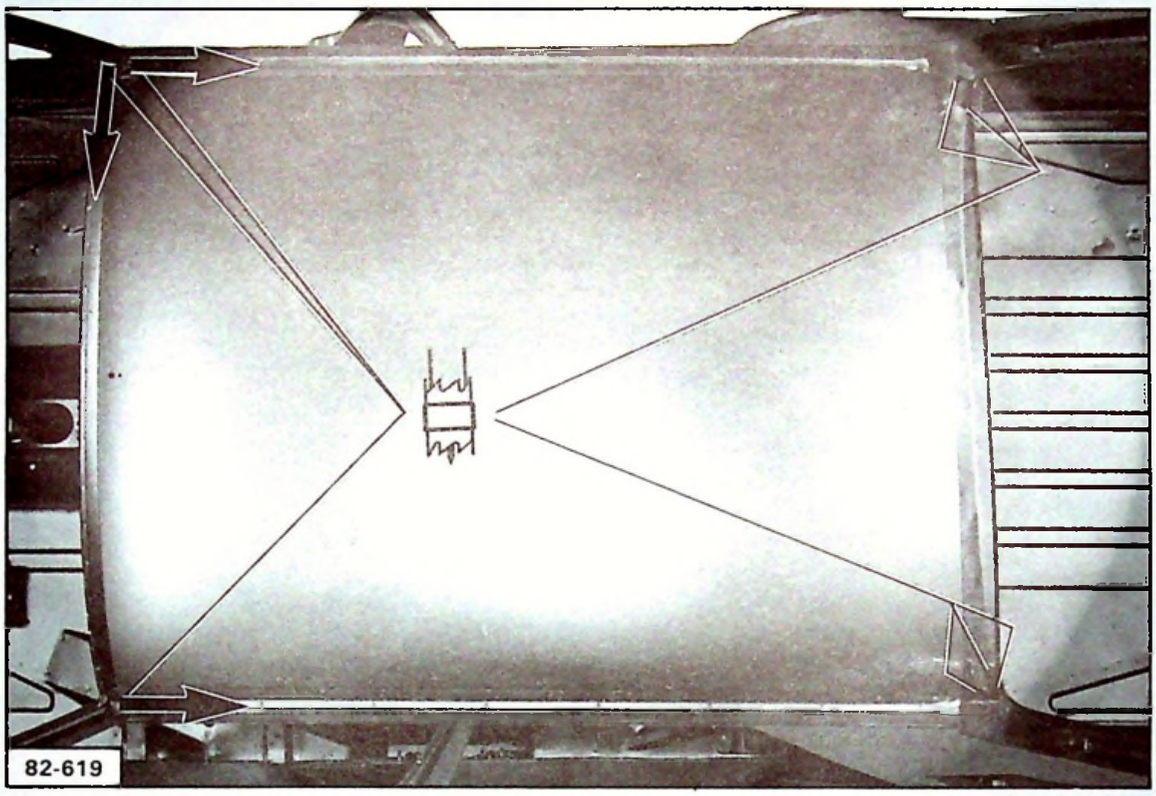
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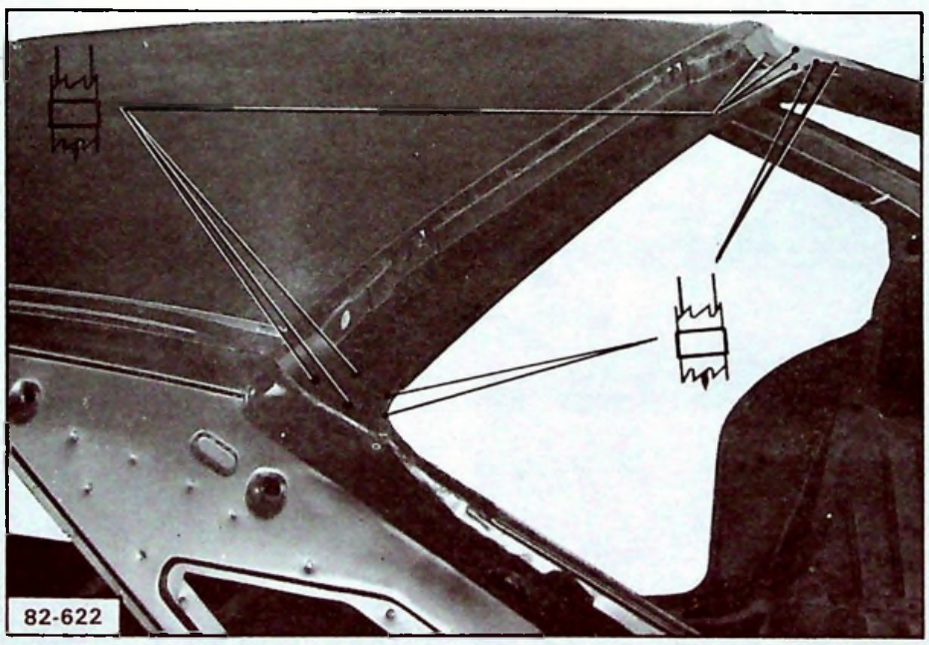
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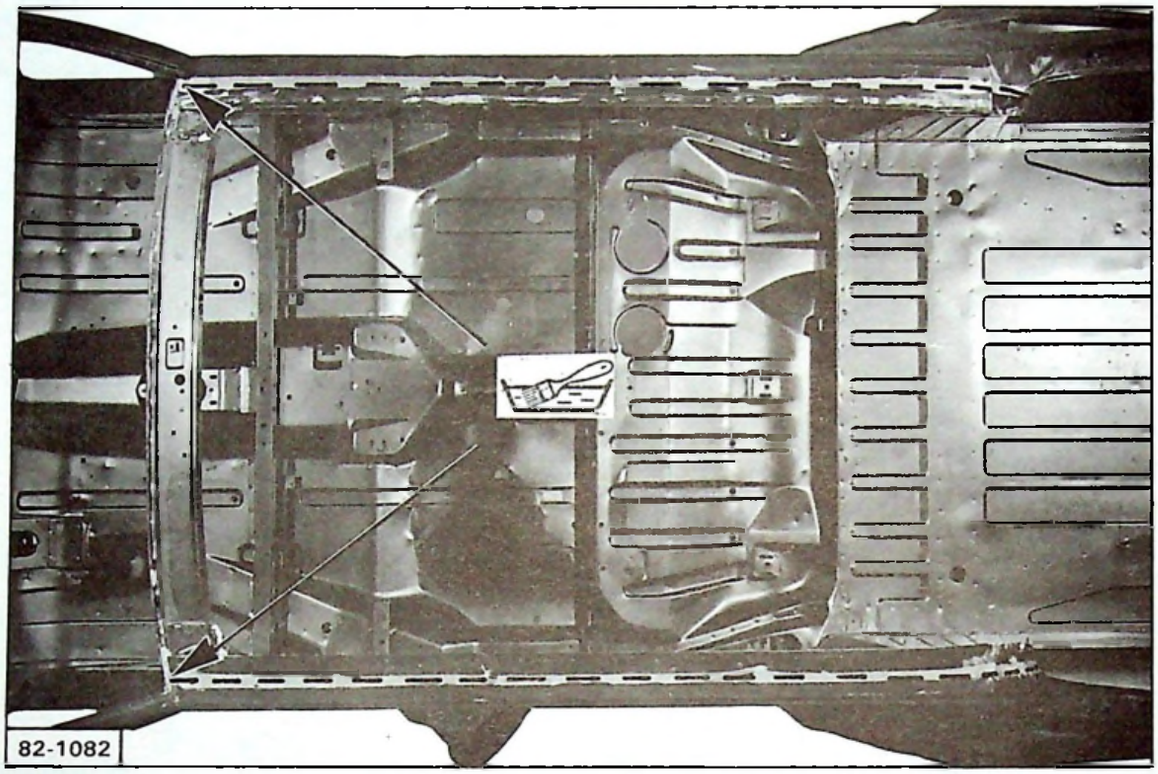
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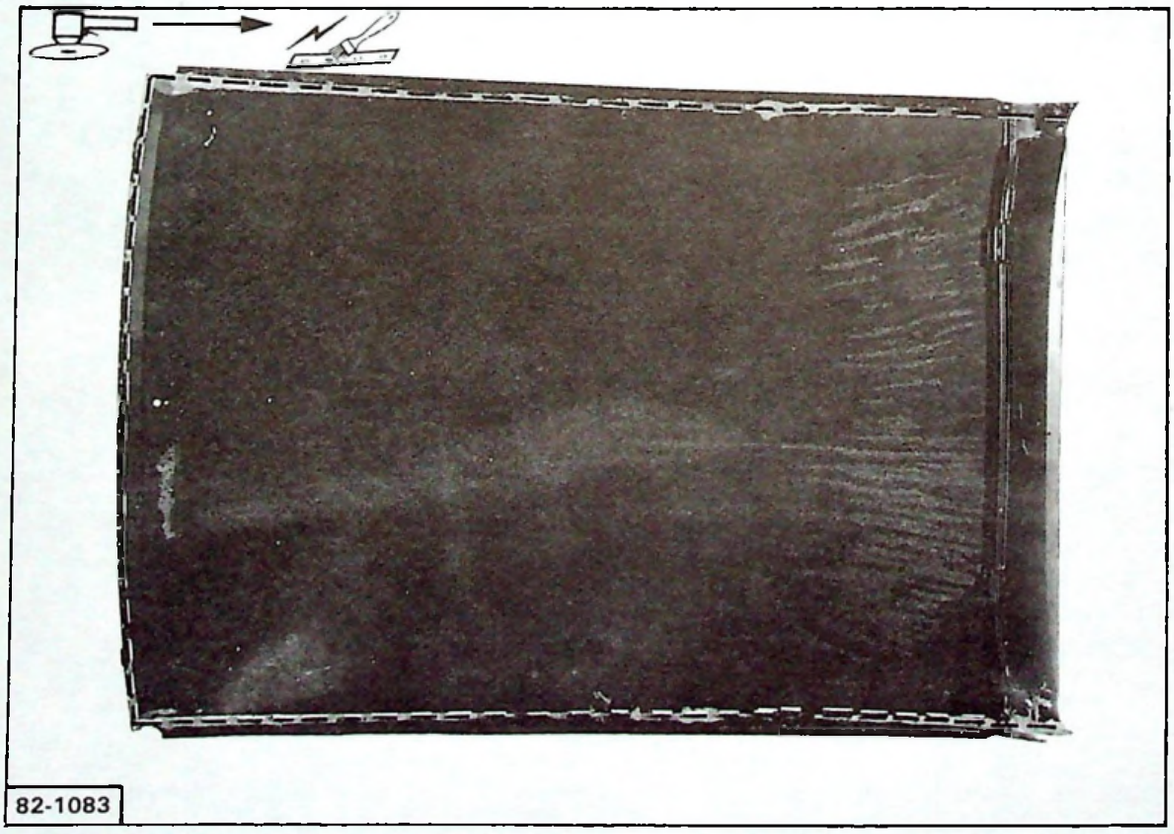
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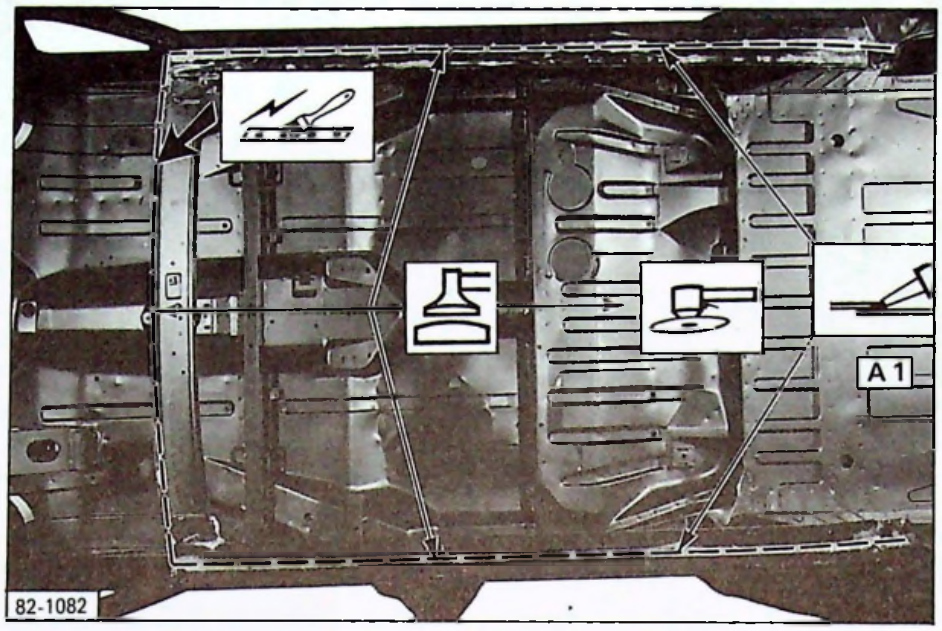
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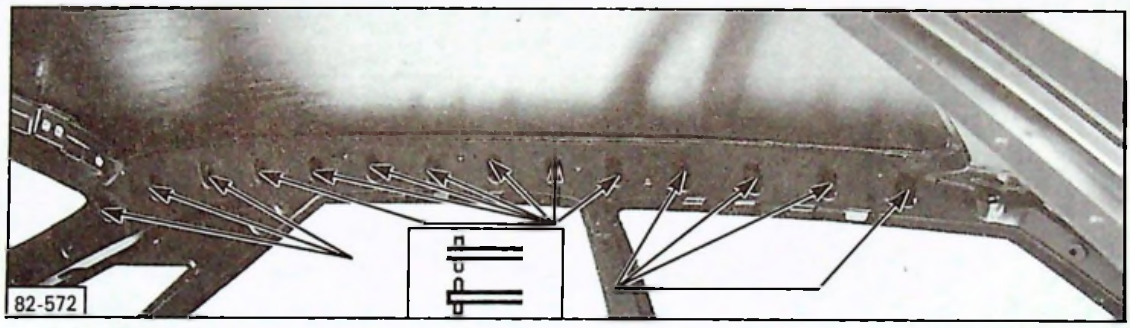
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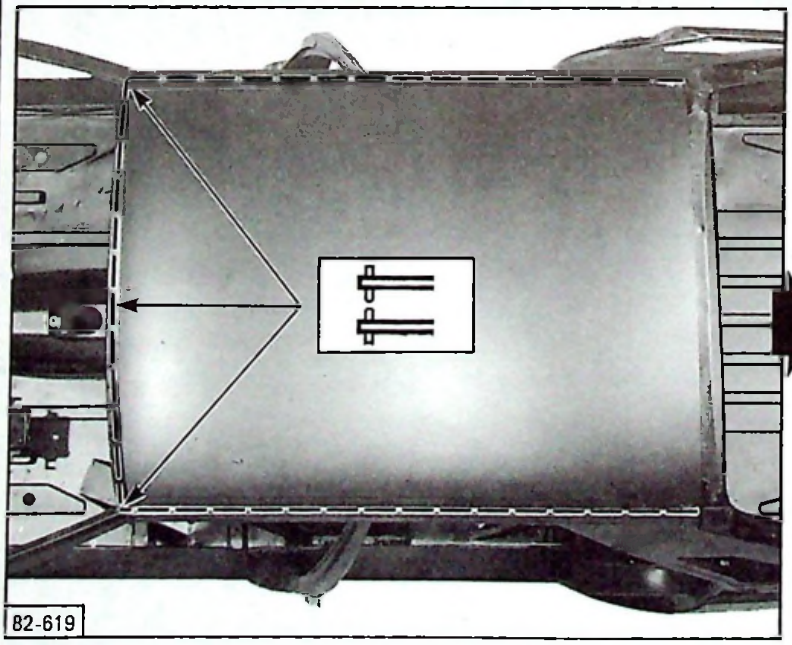
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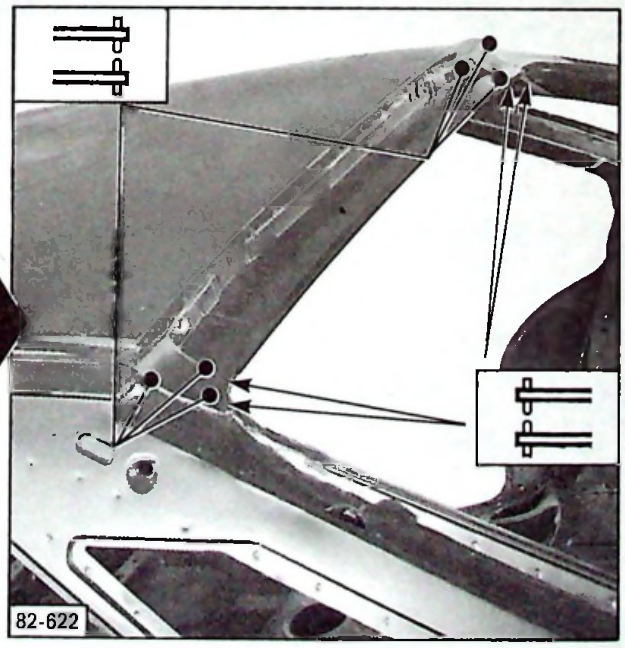
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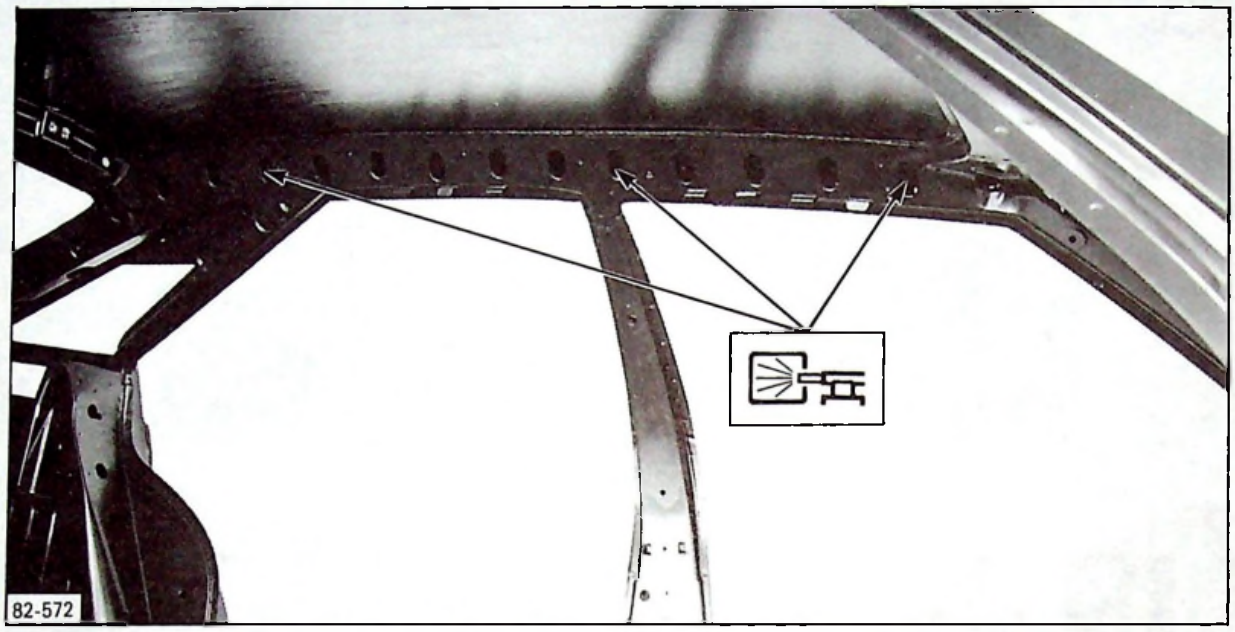
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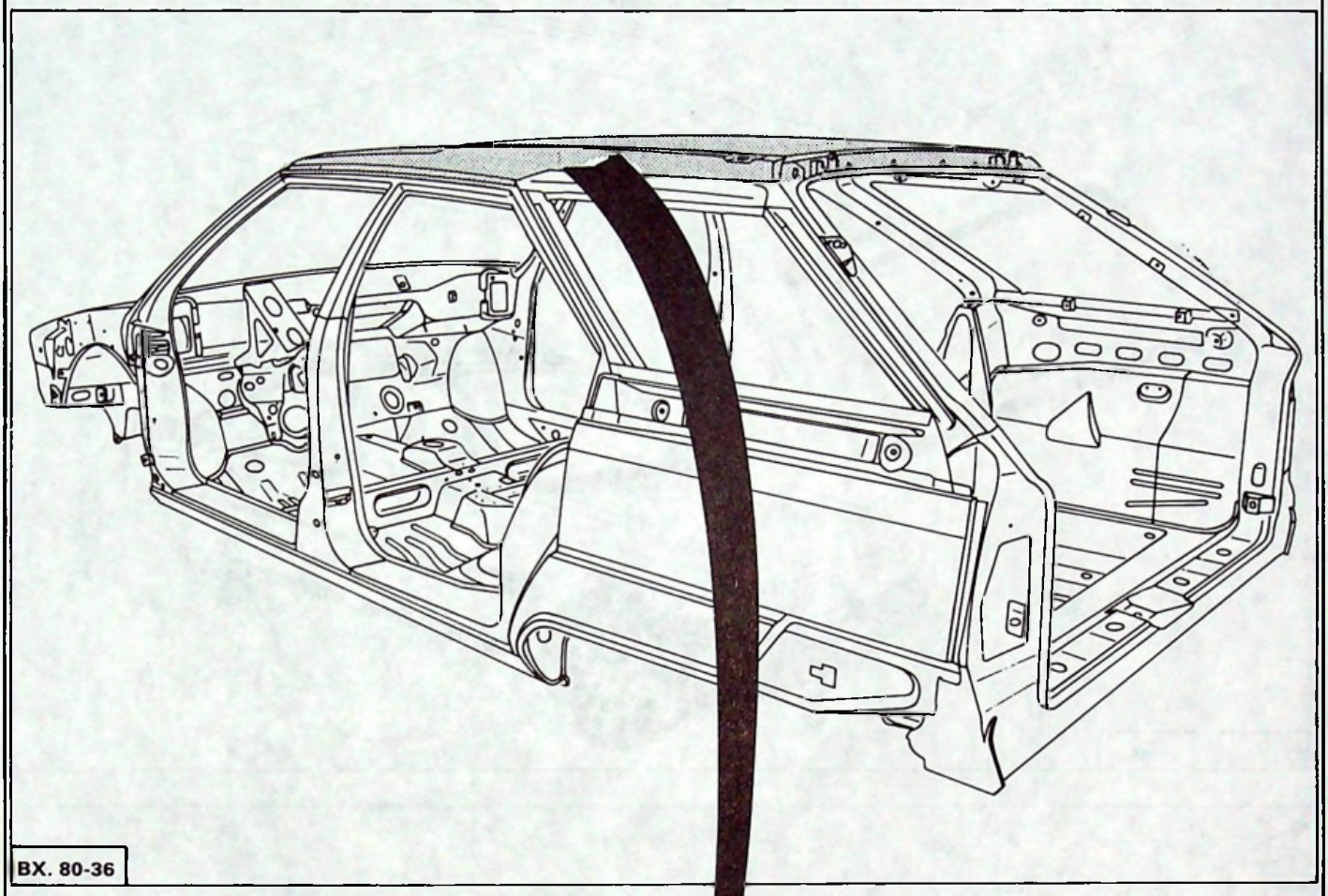
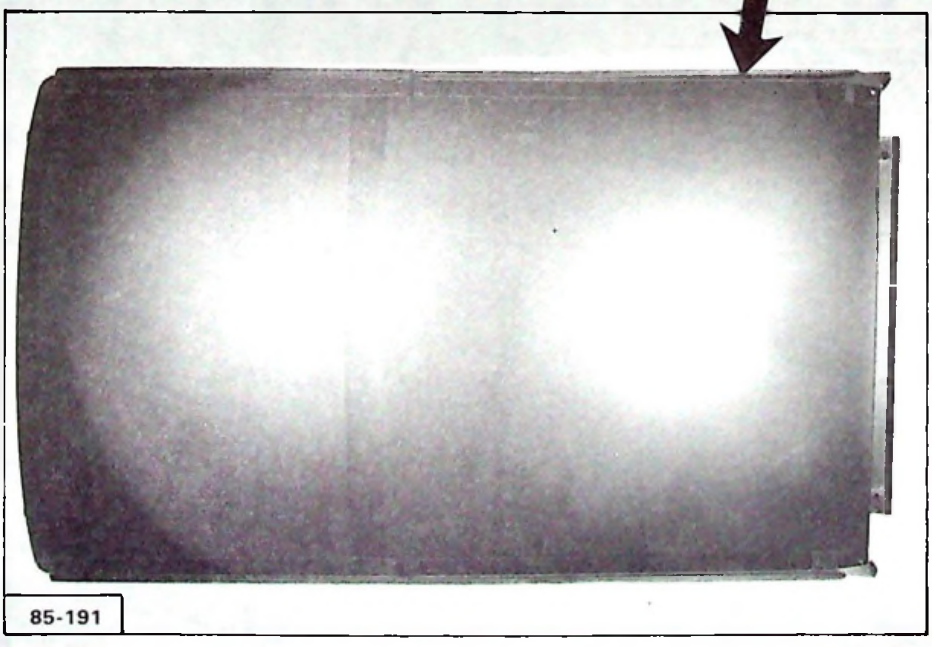


BX. 80-36



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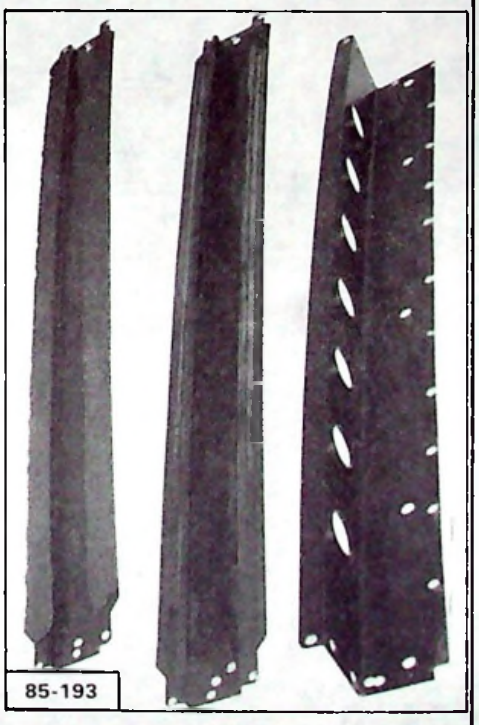

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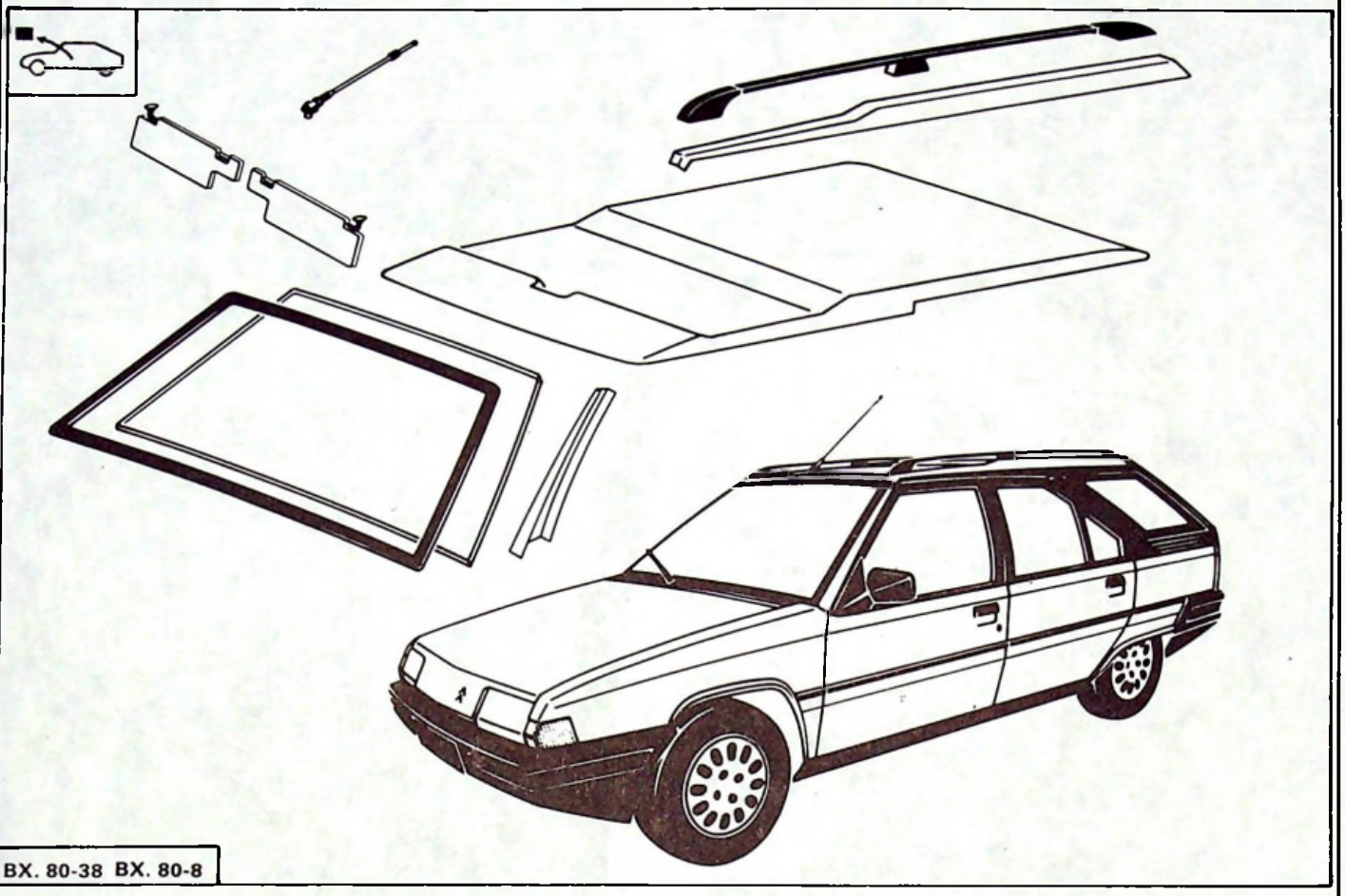
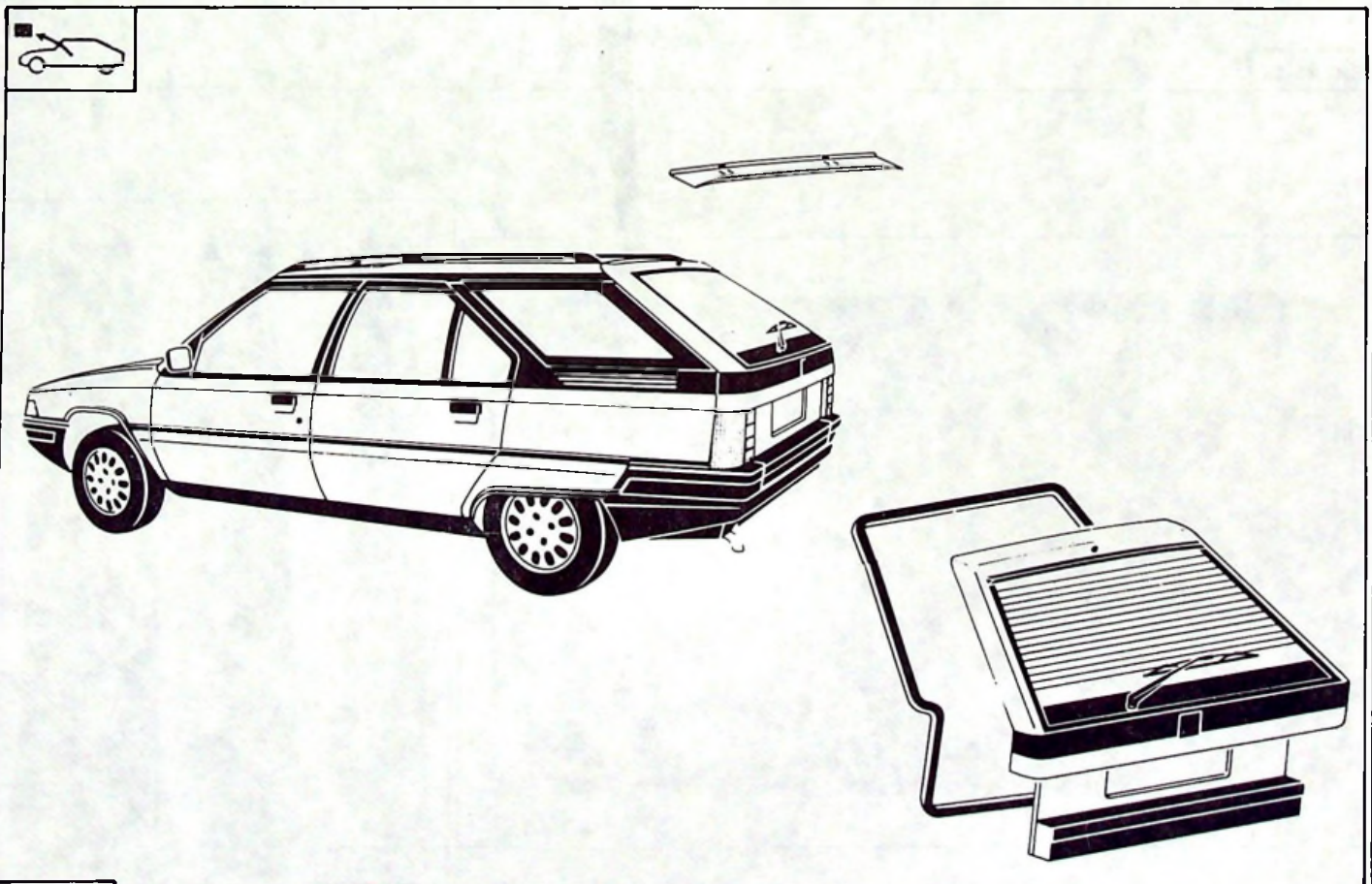


BX. 80-38 BX. 80-8



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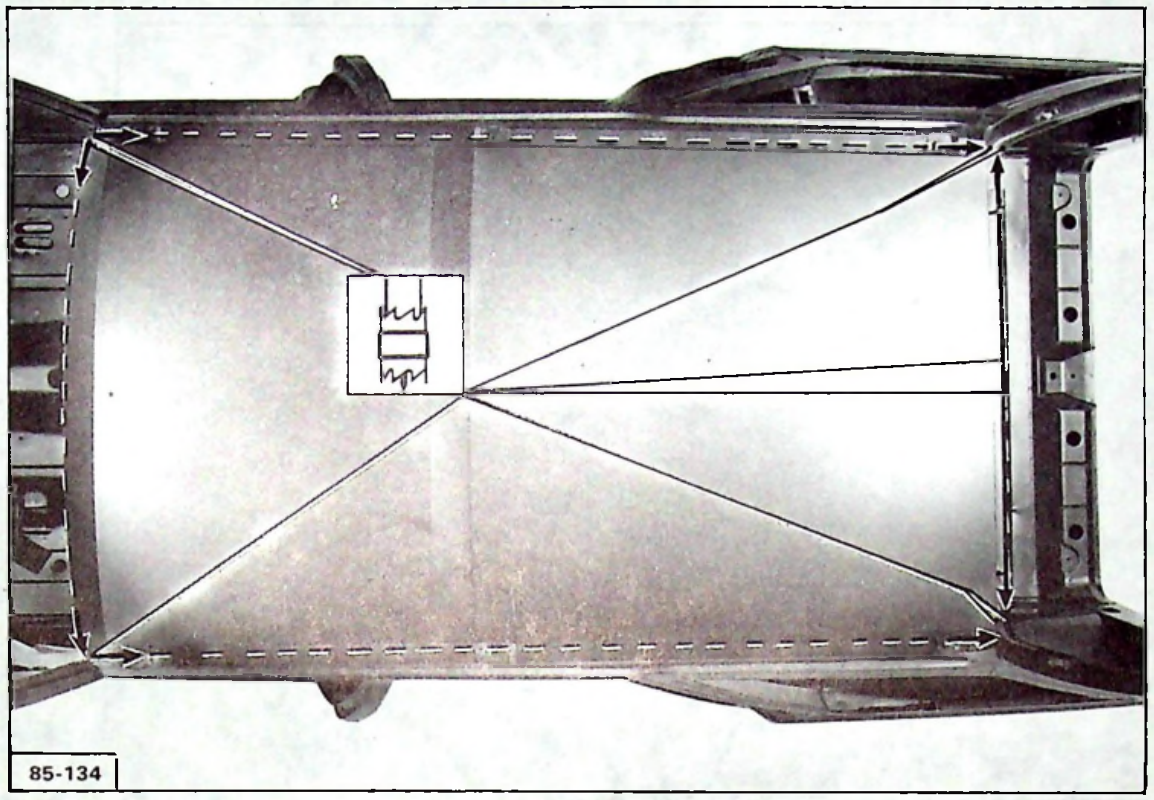
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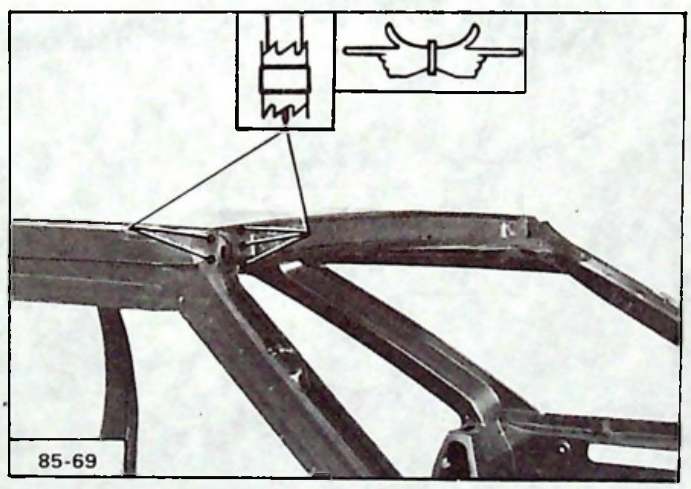
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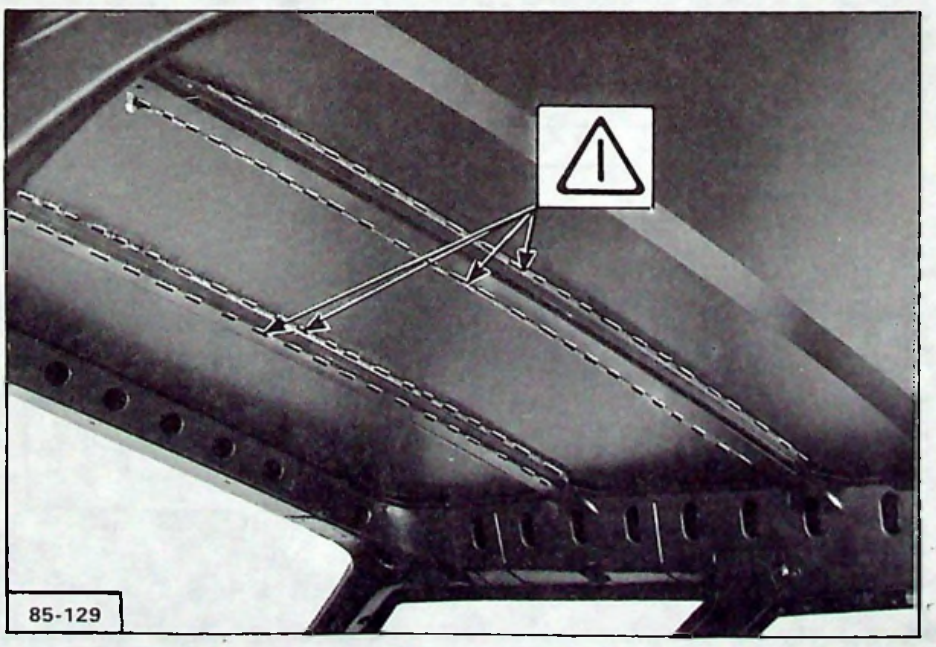
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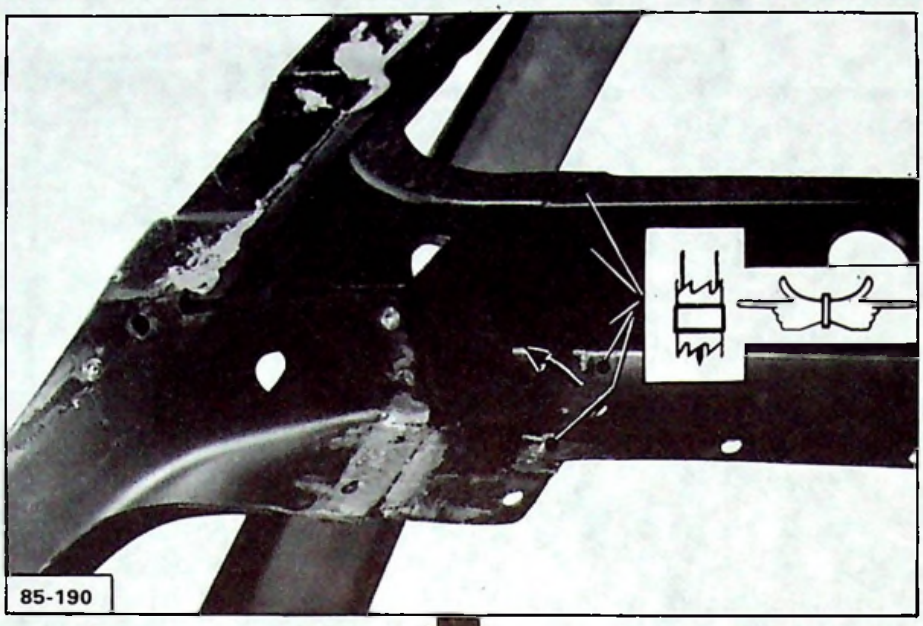
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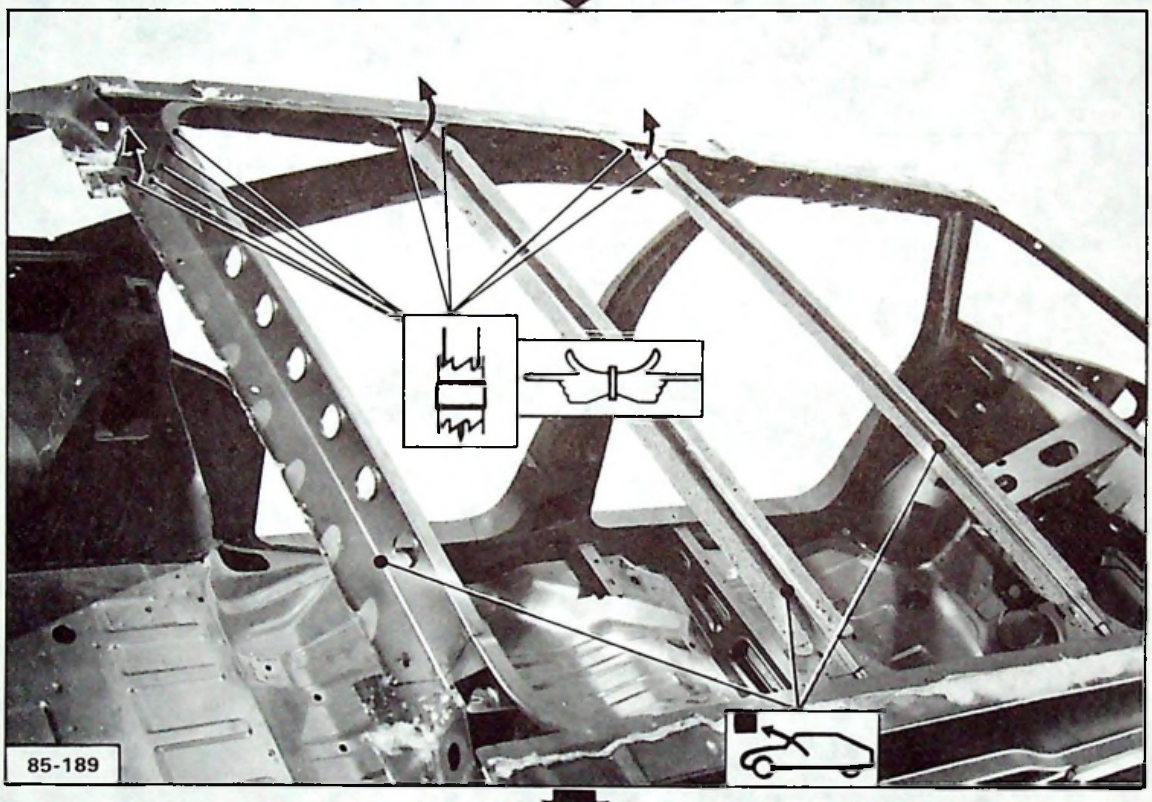
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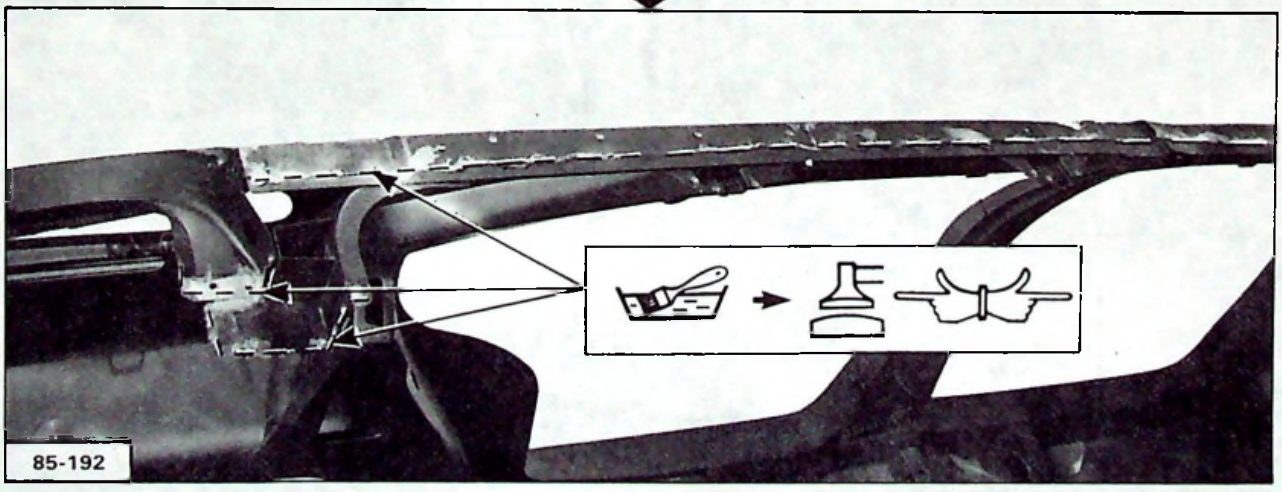
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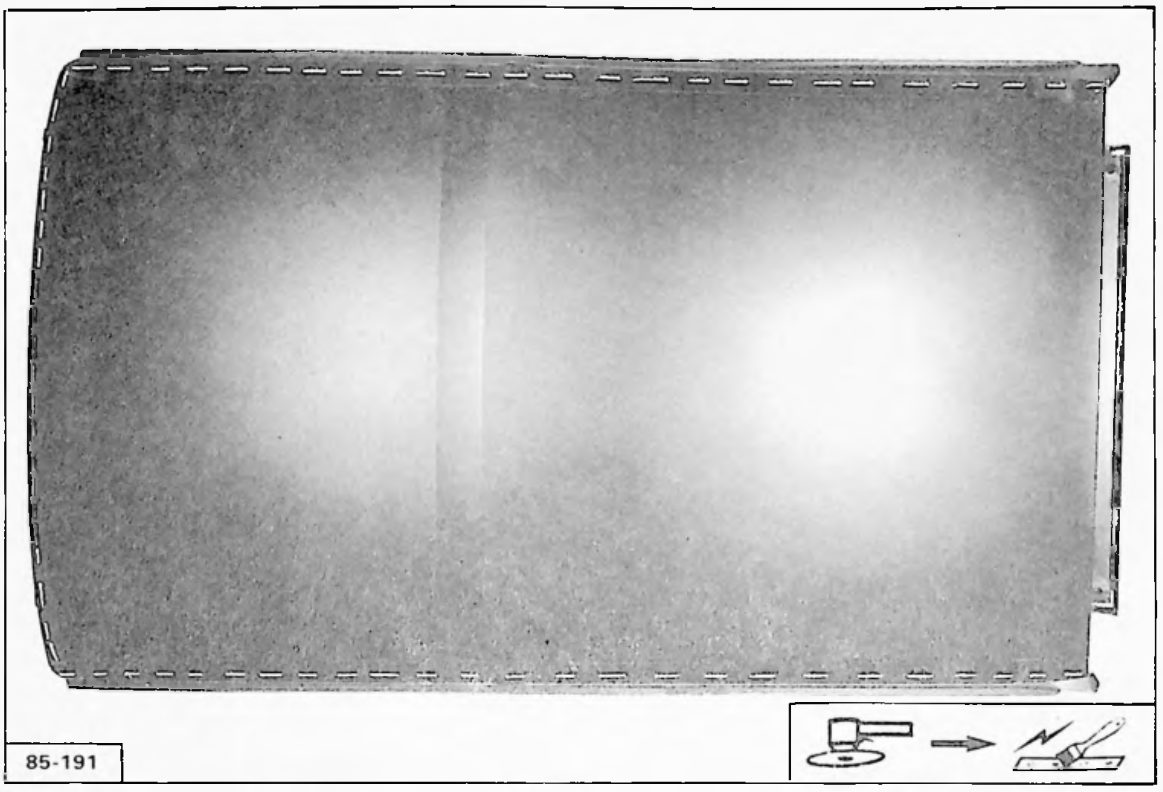
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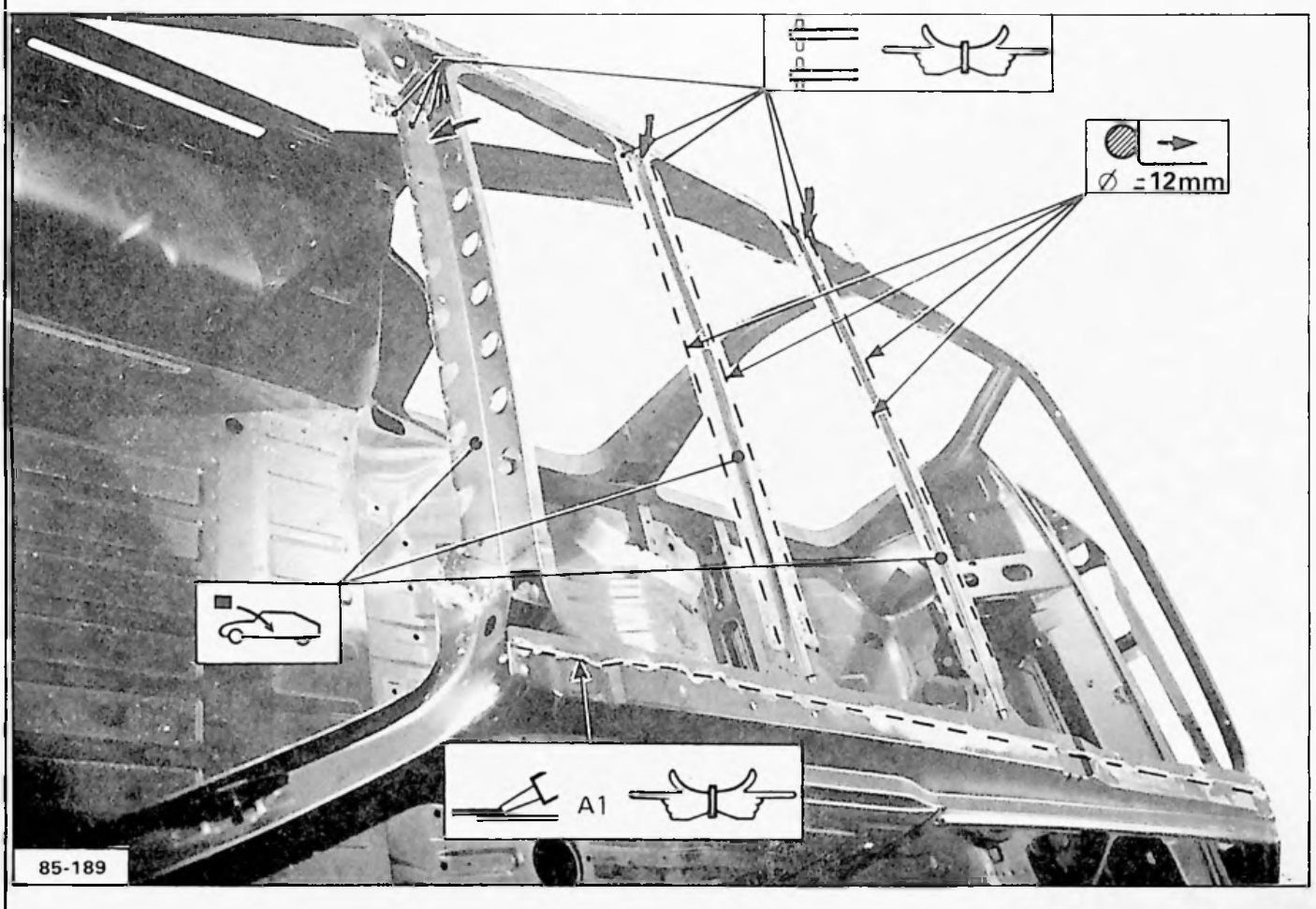
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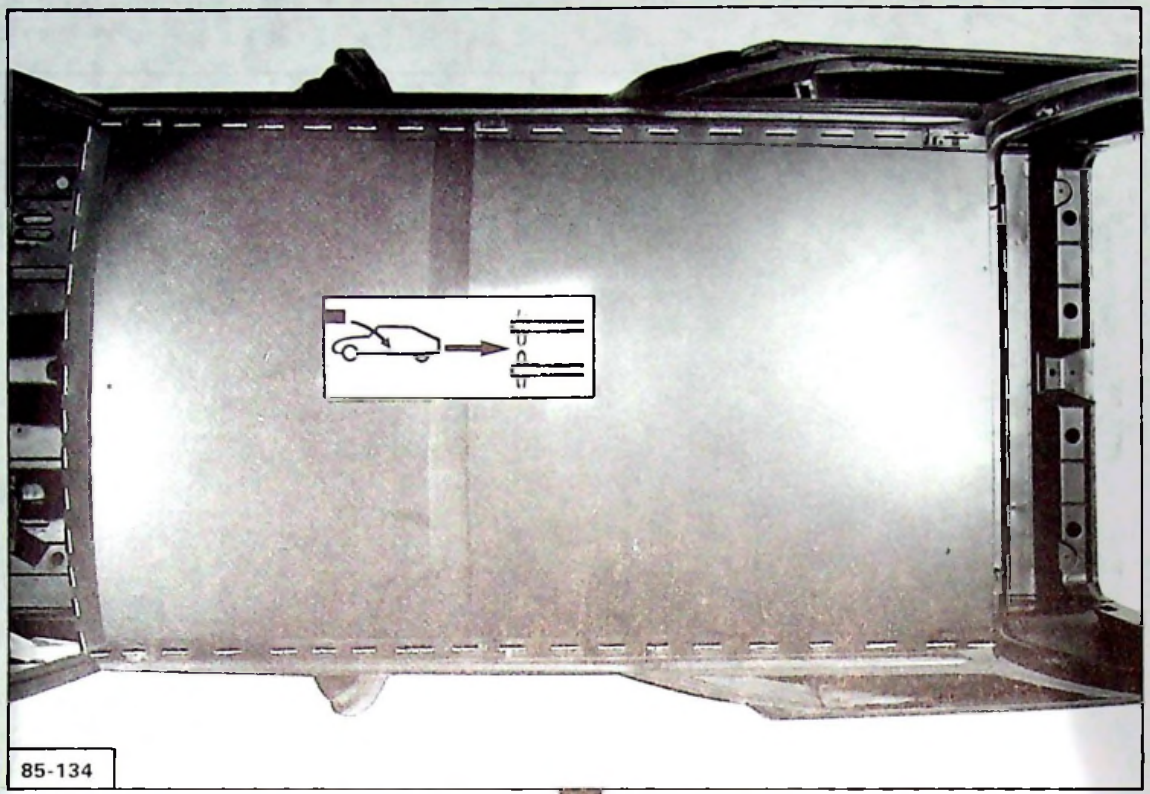
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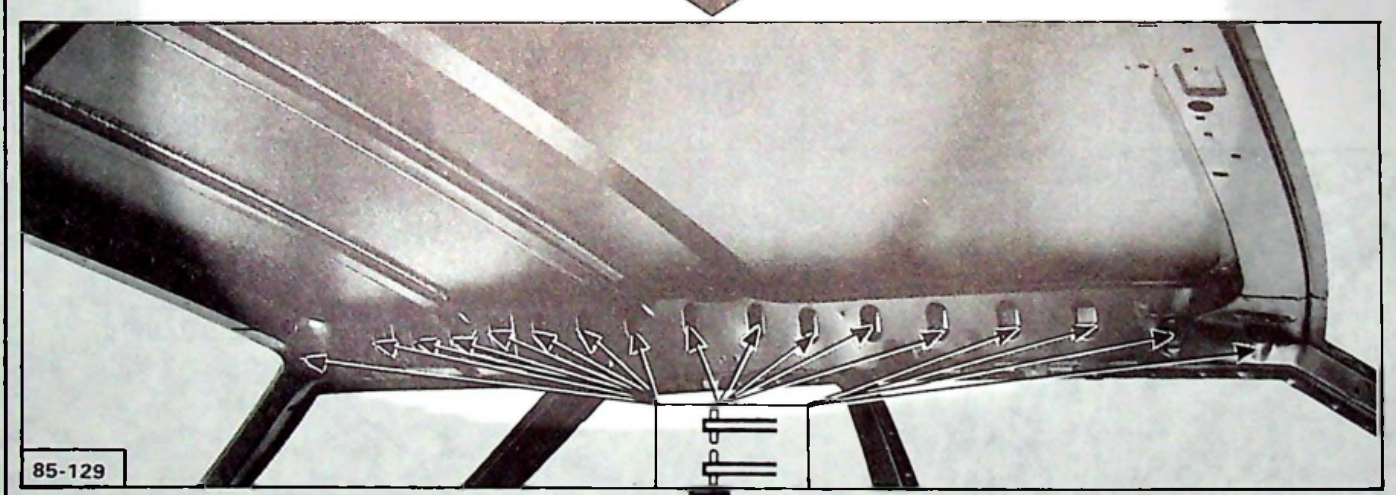
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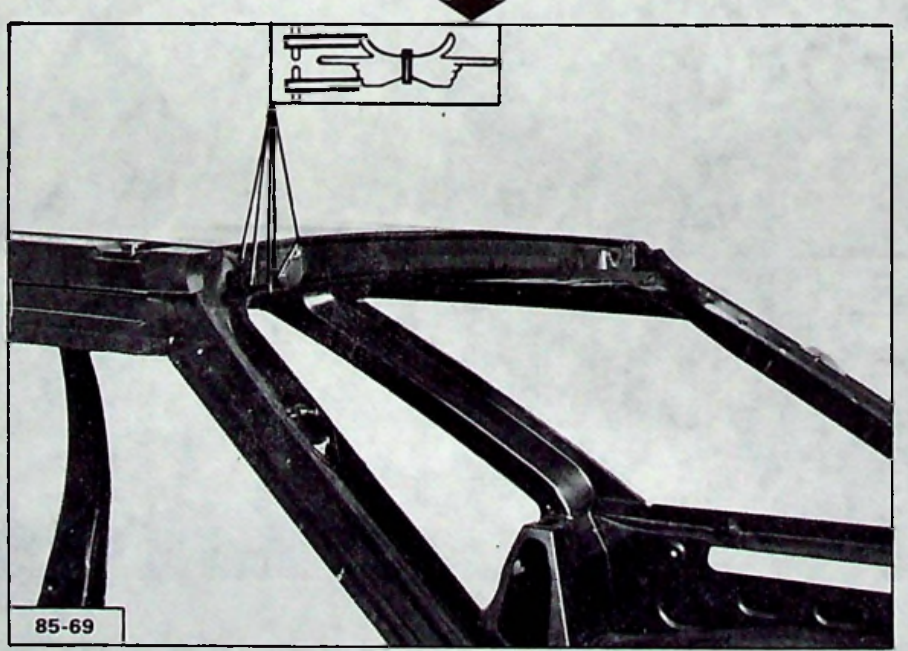
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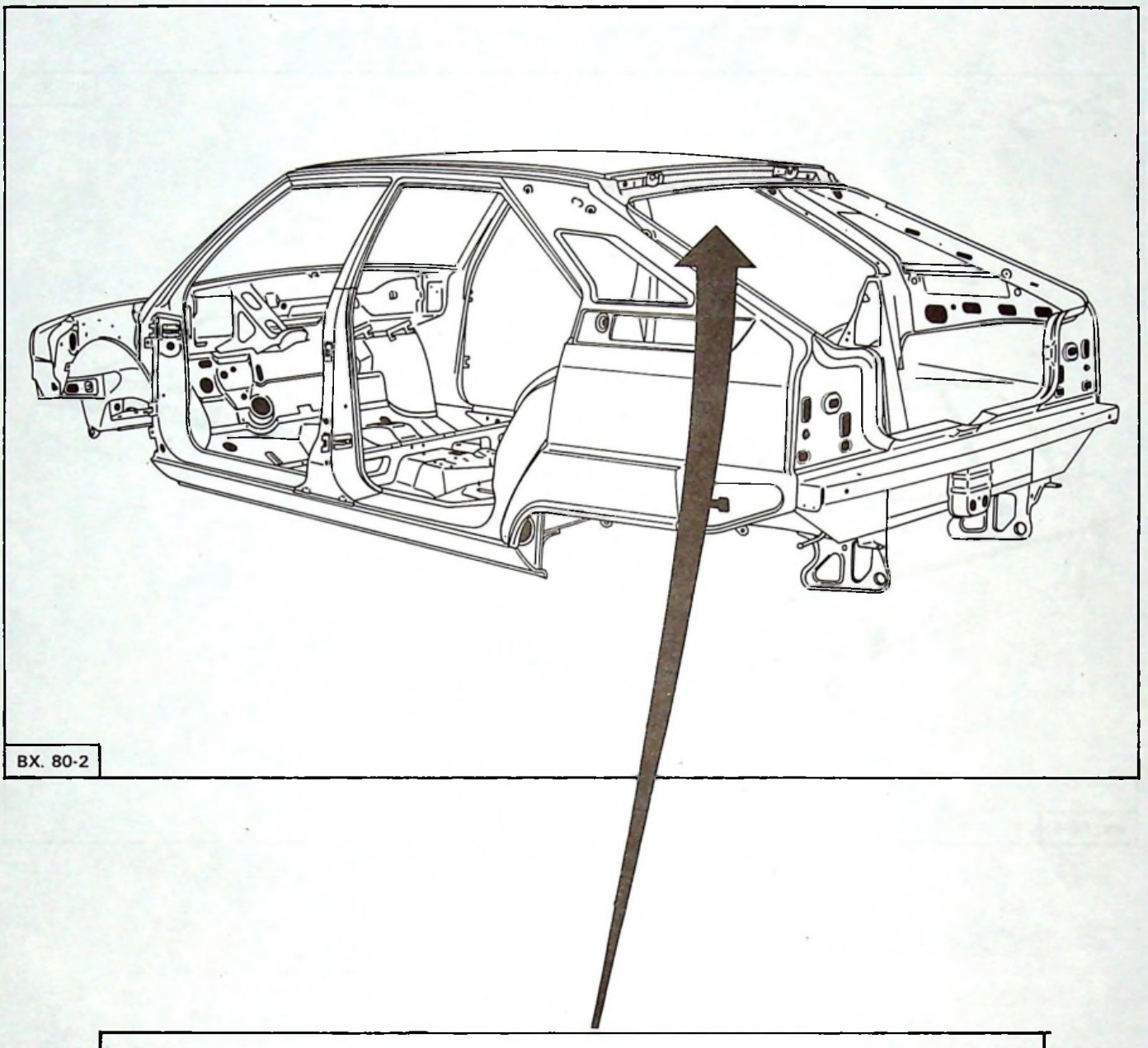
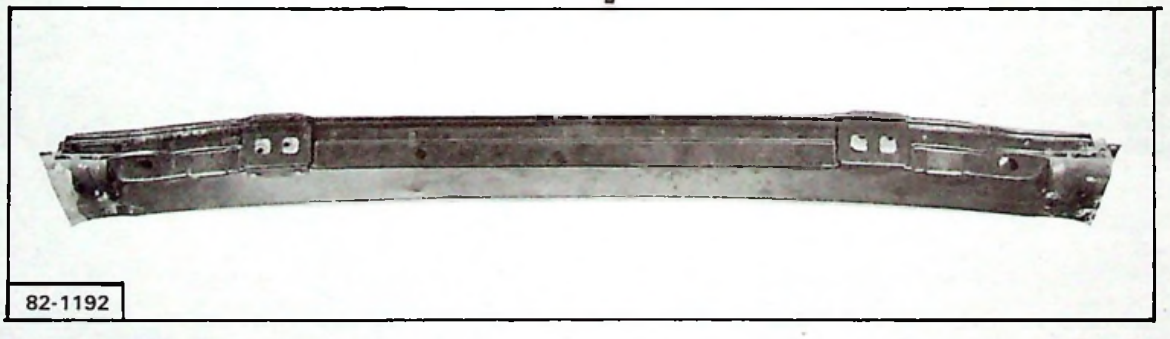


BX. 80-2



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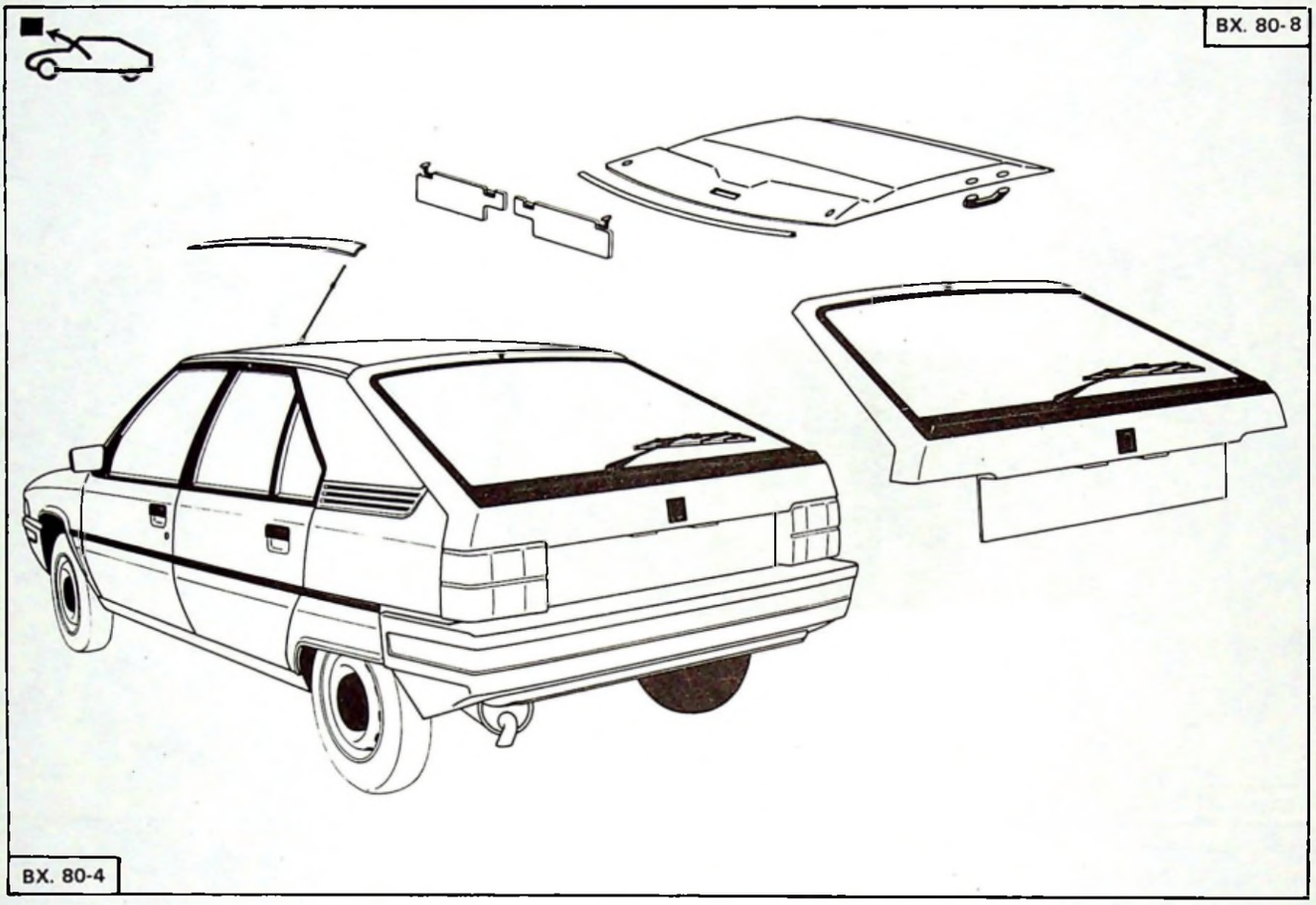
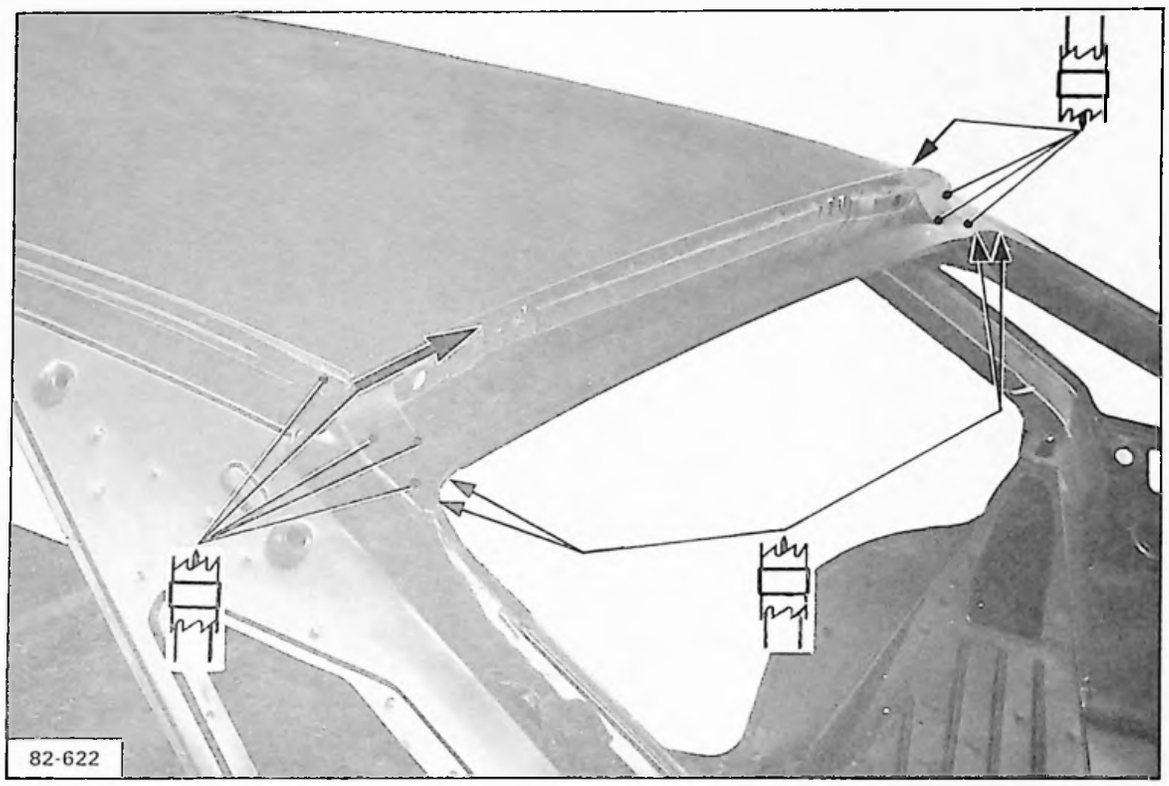

BX. 80-8
BX. 80-4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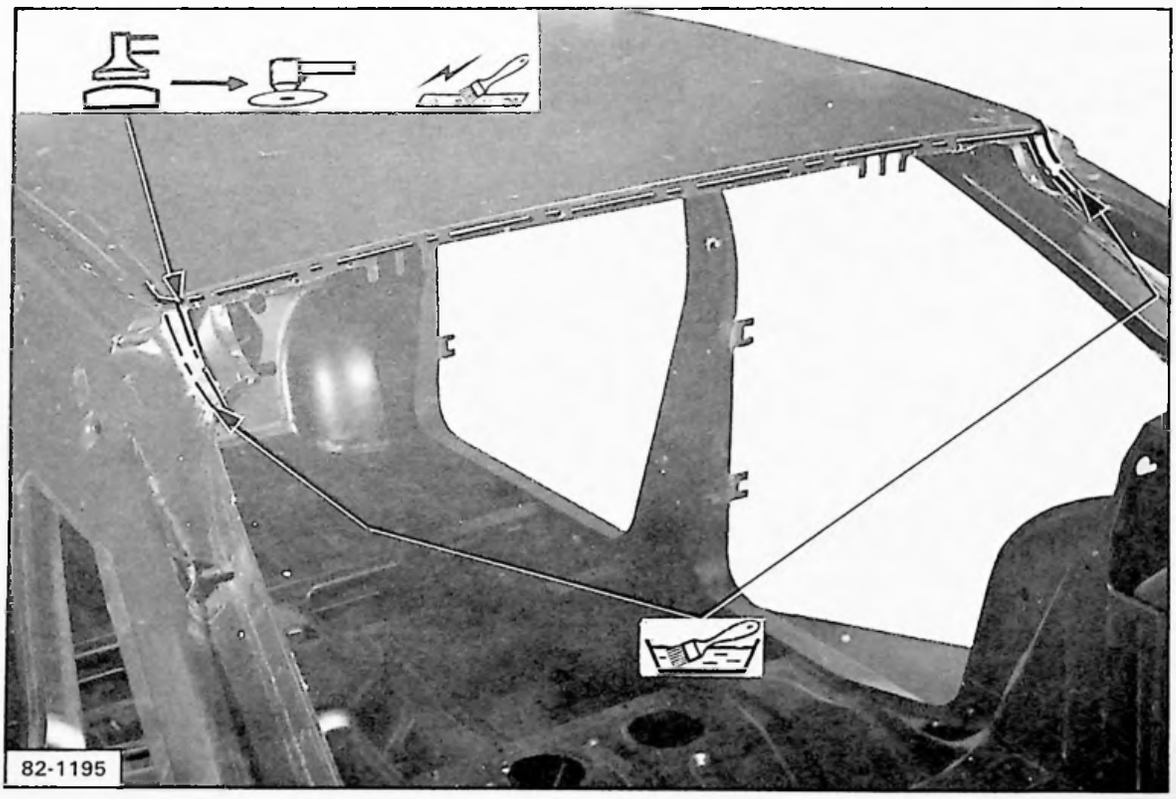
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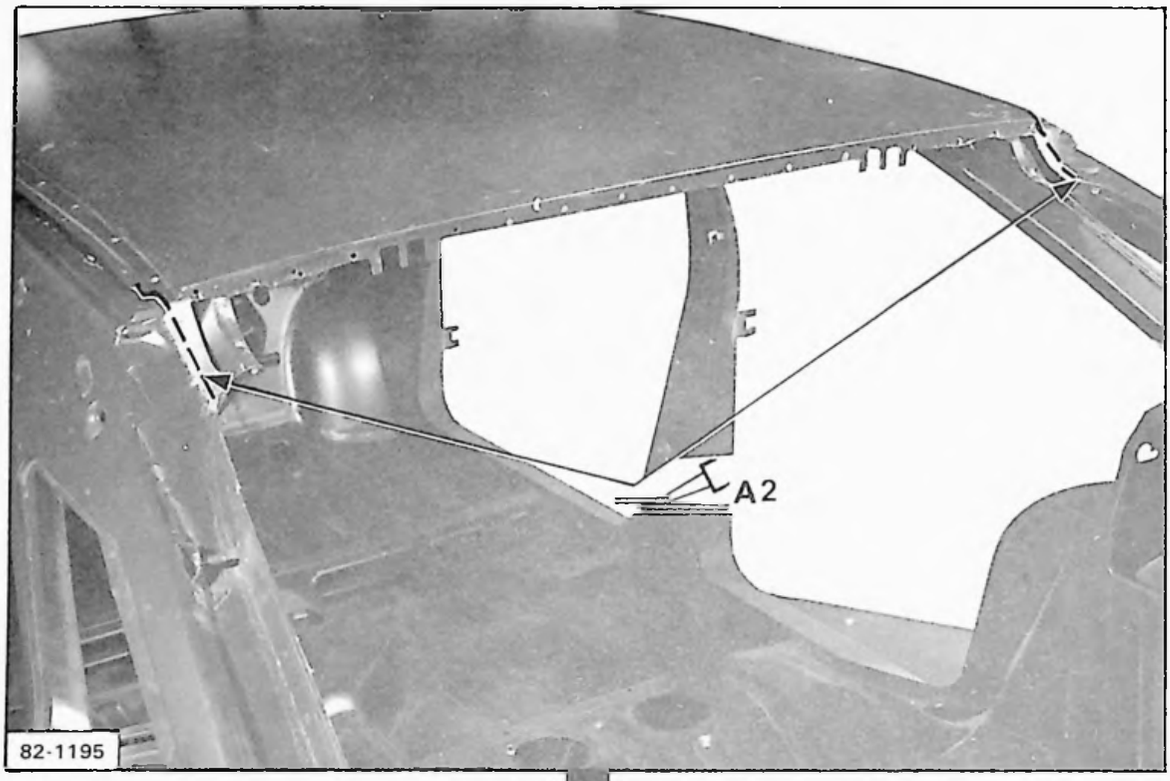
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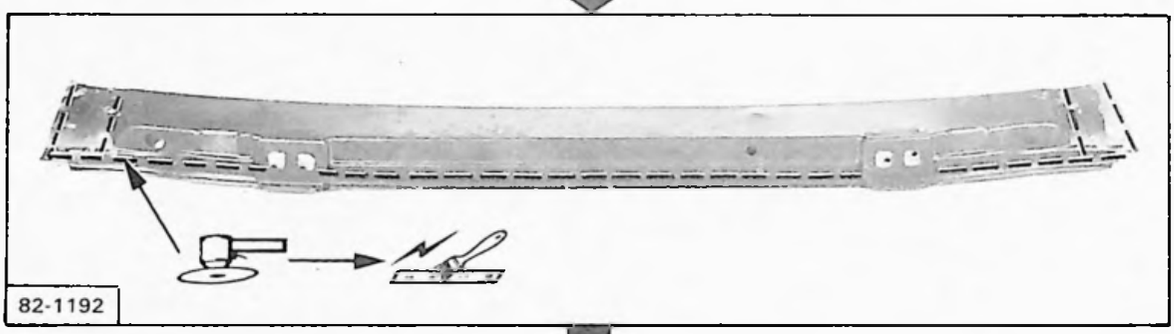
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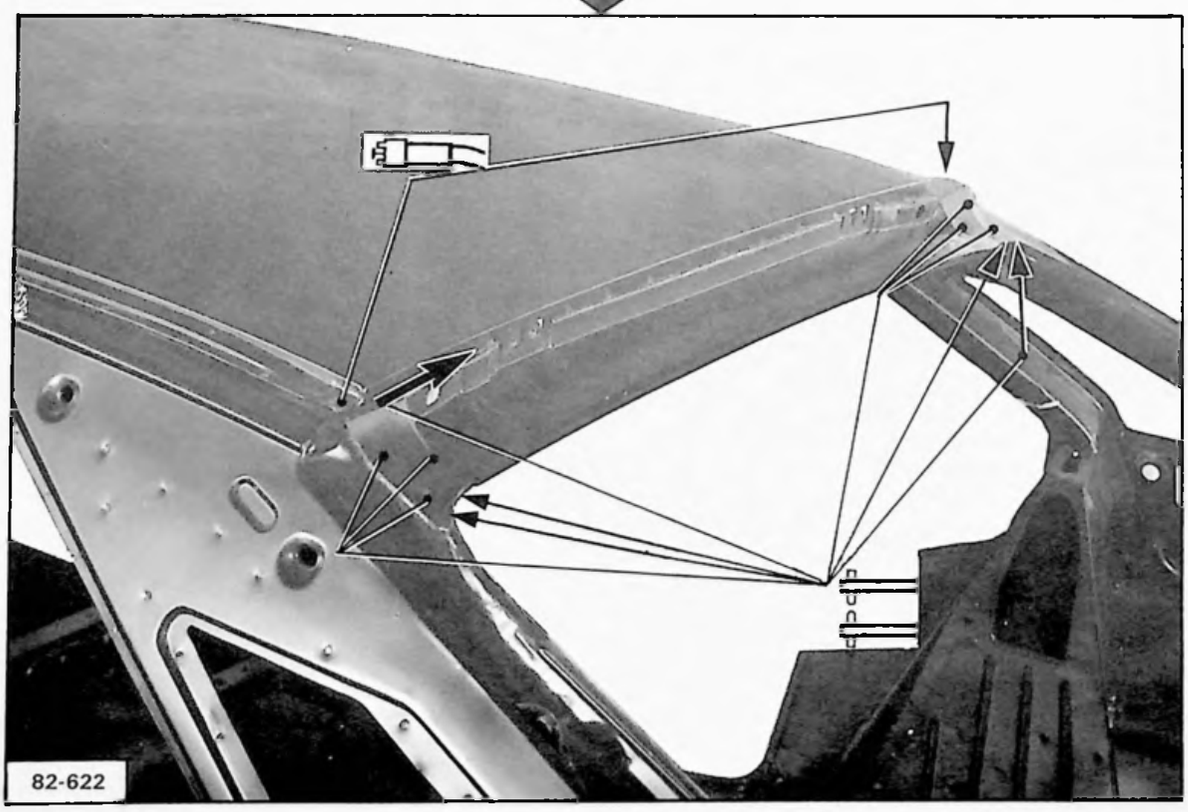
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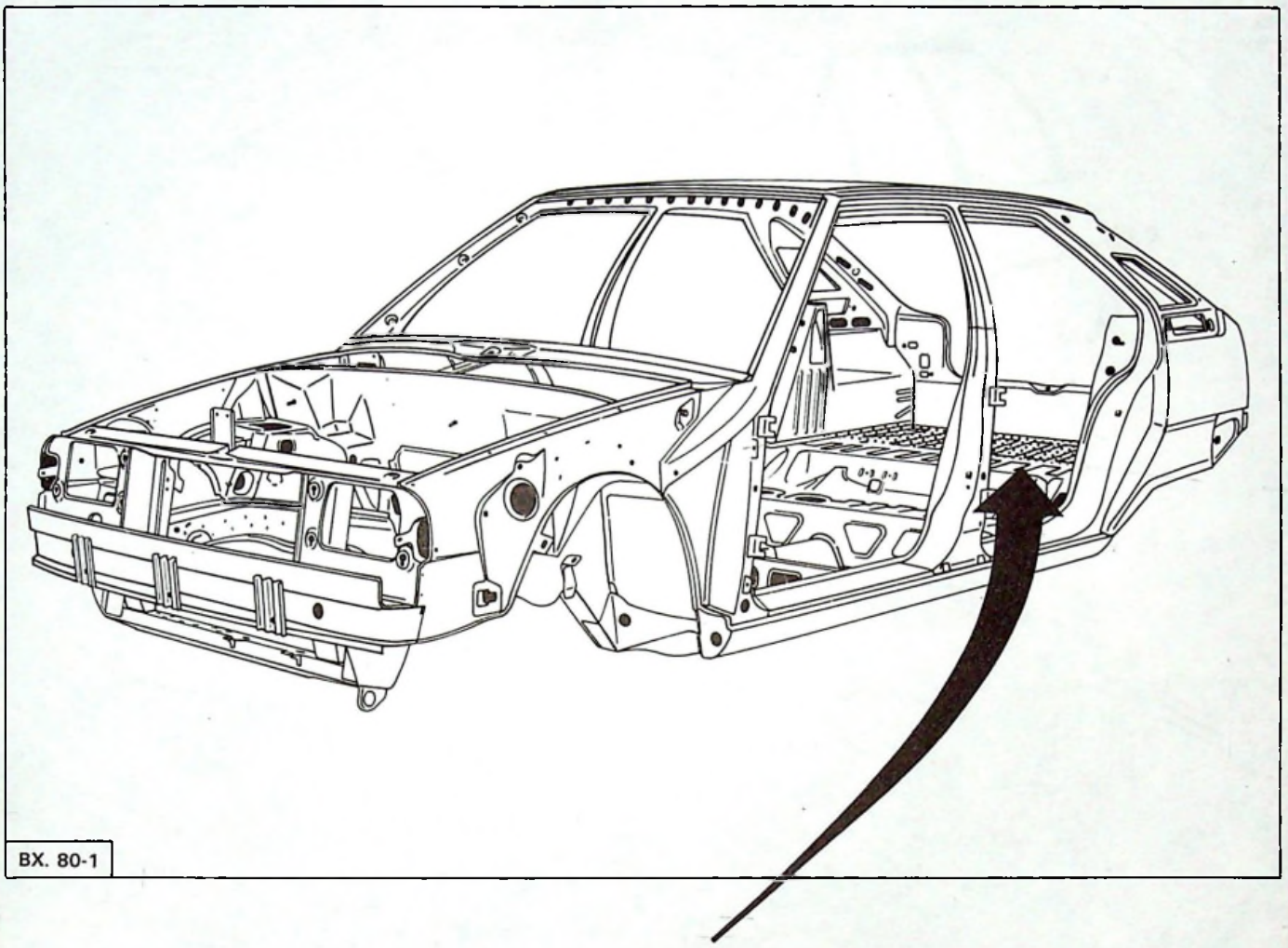

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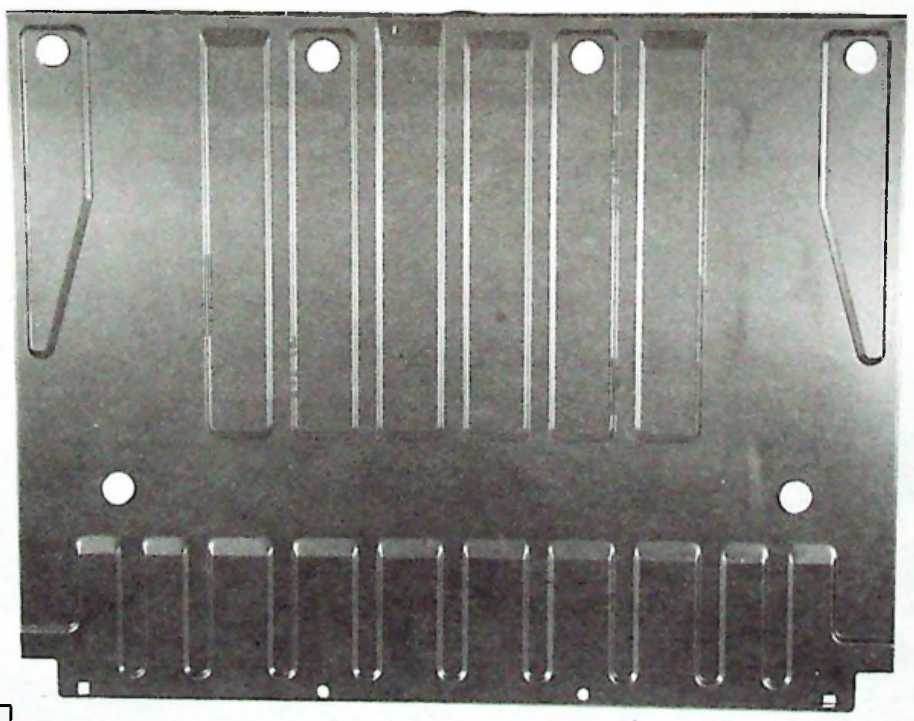

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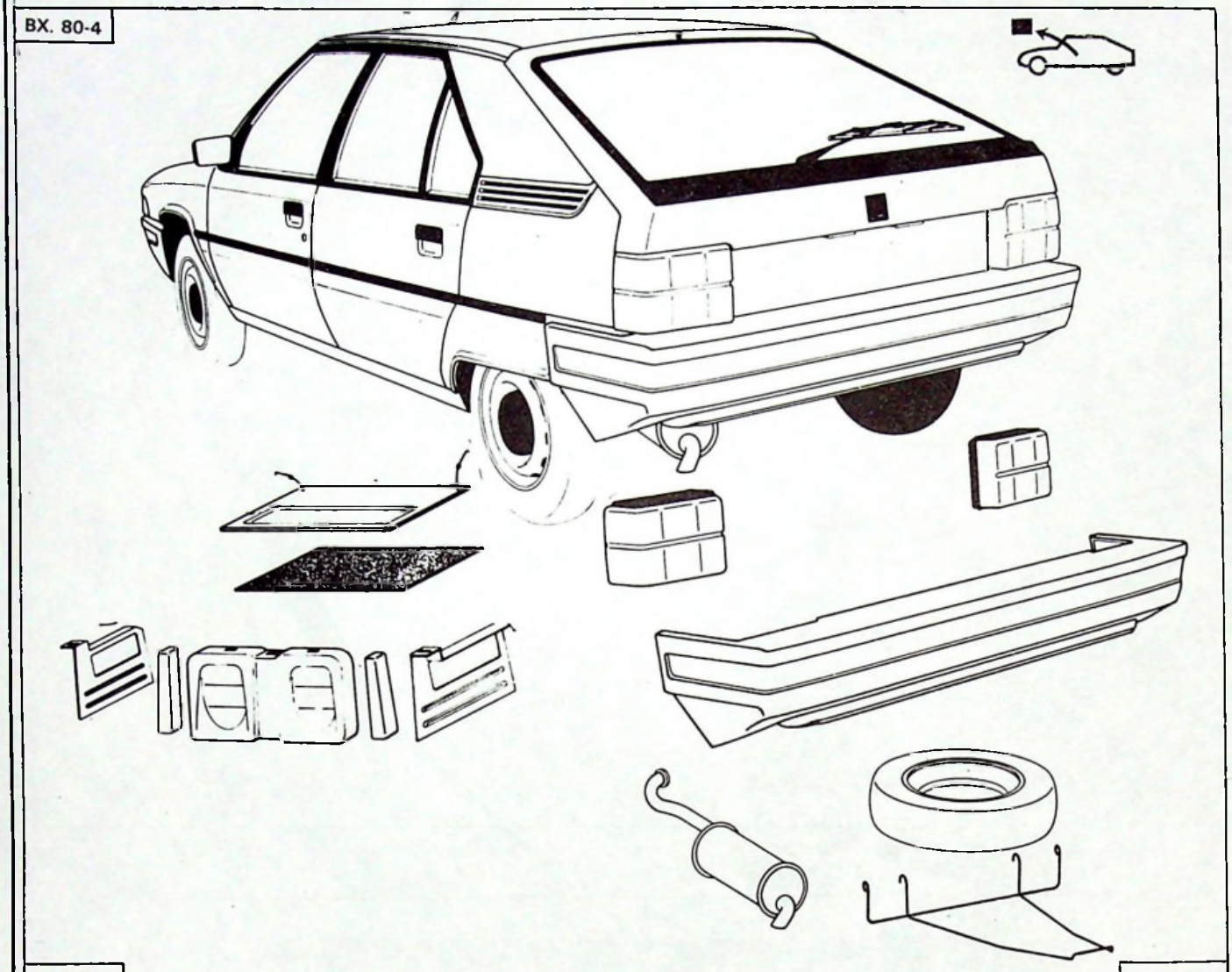
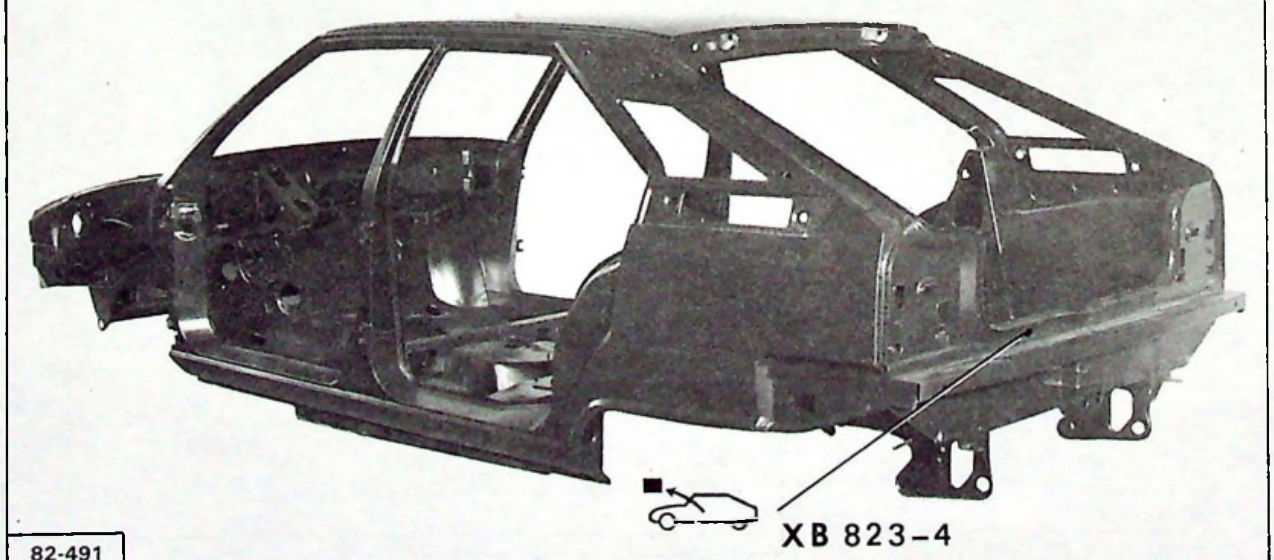
BX. 80-4



BX. 80-8

BX. 80-4



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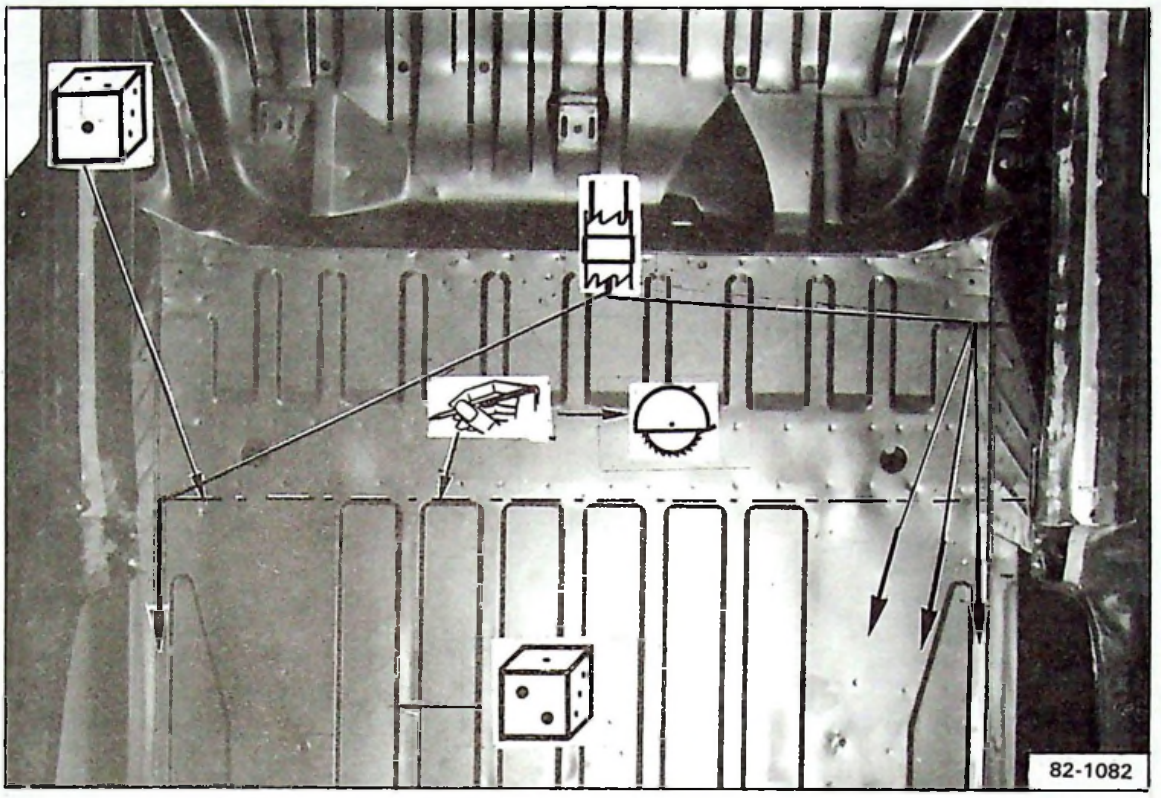
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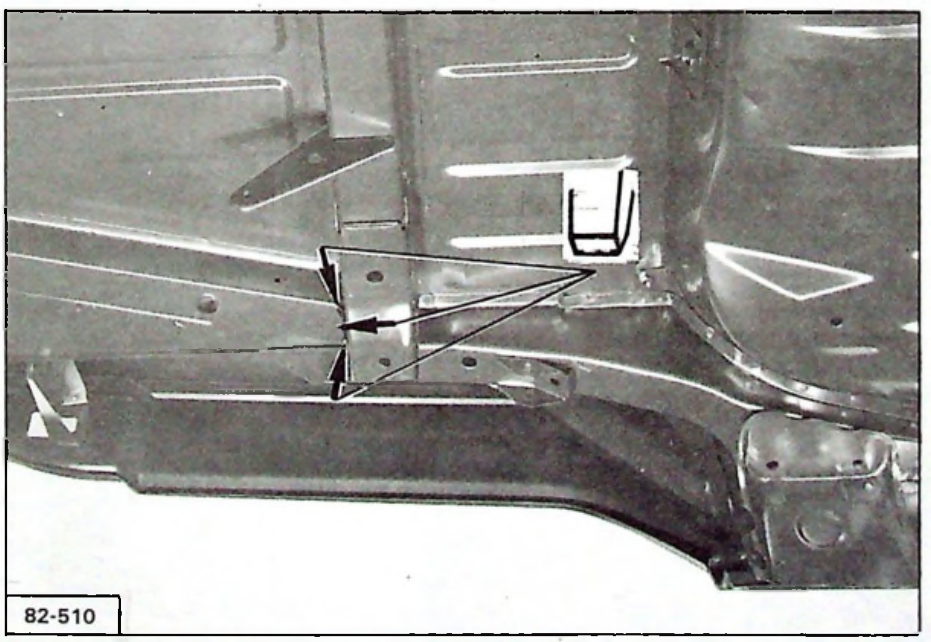
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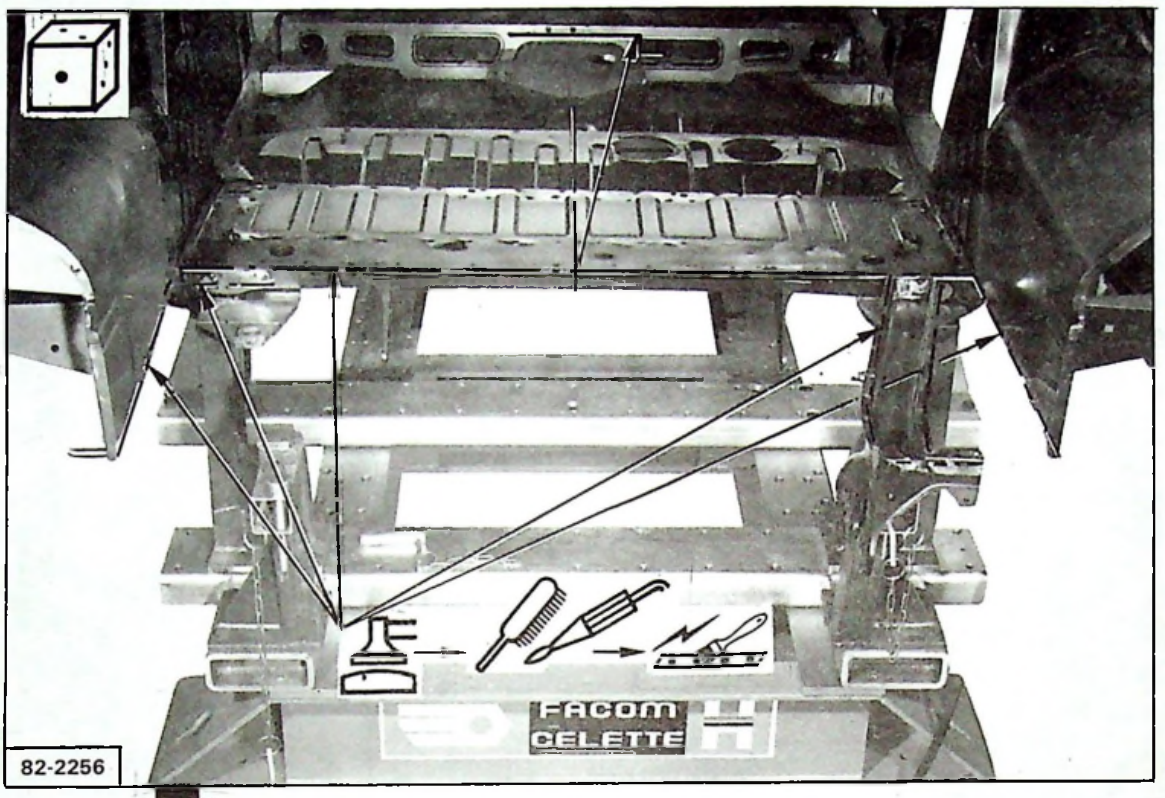
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CELETTE
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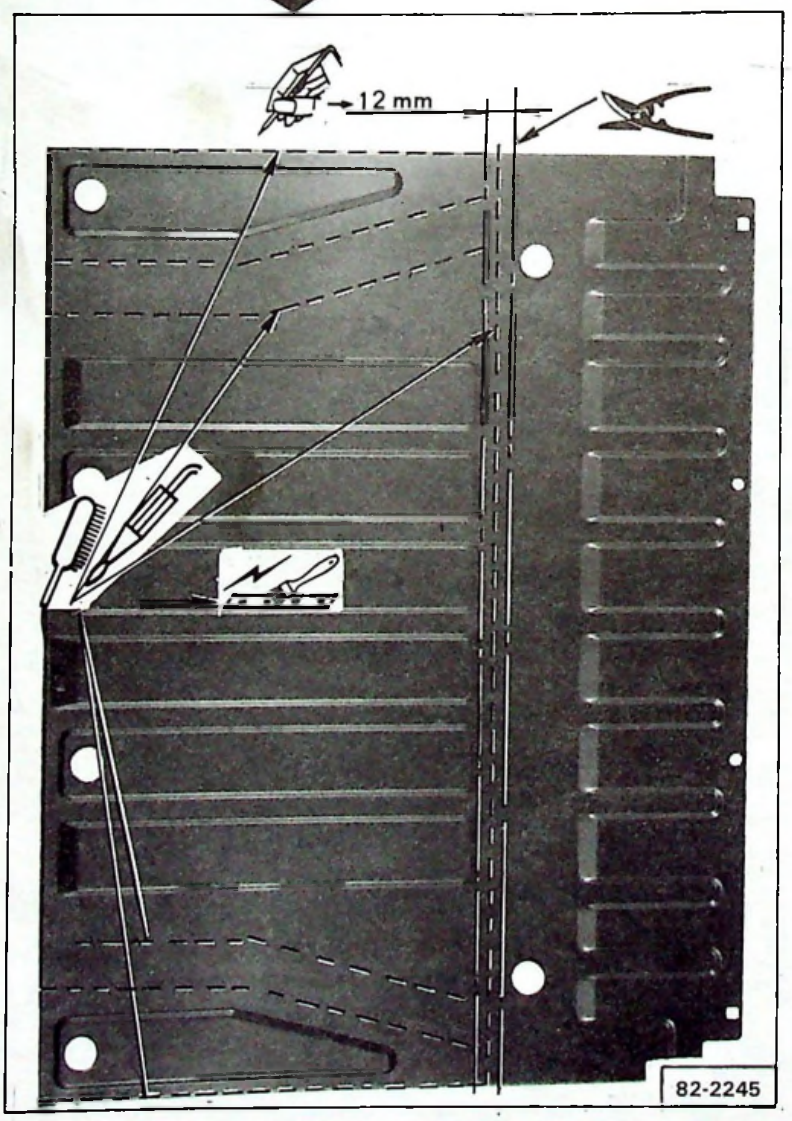
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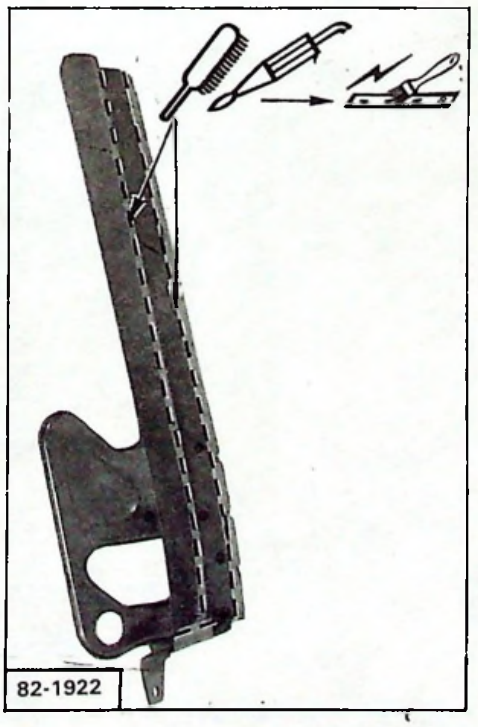
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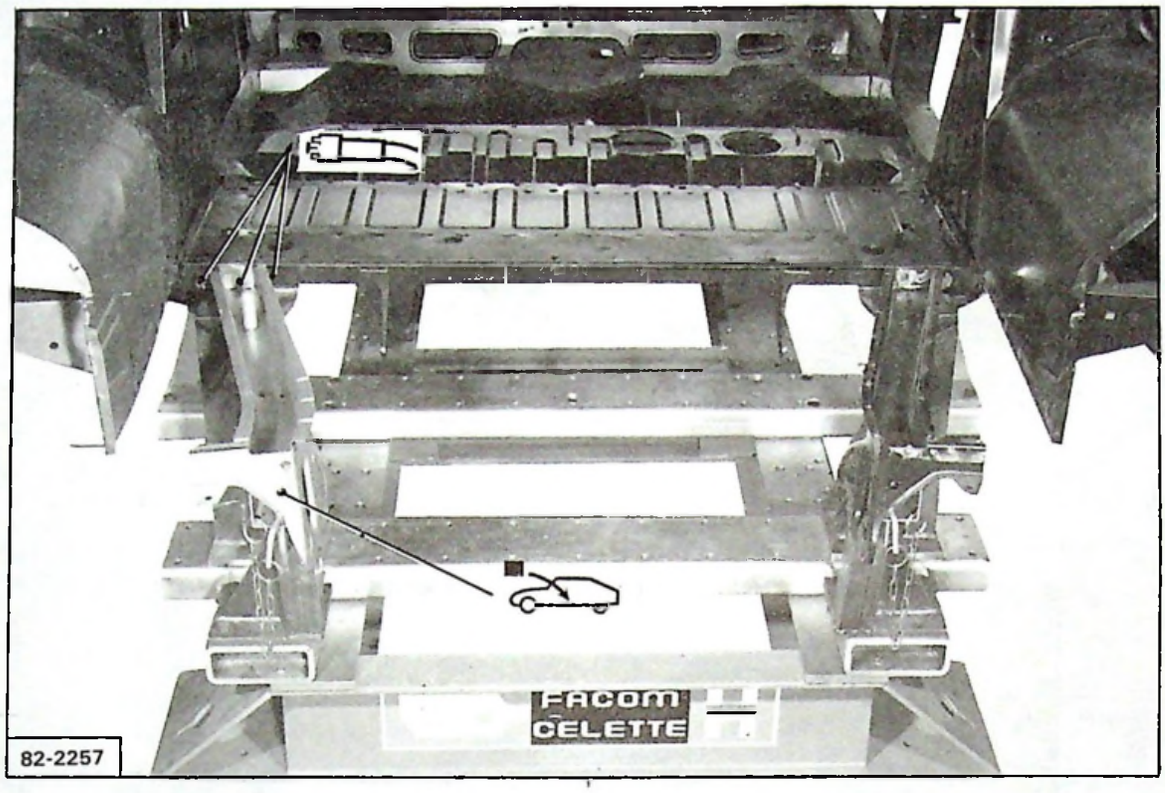
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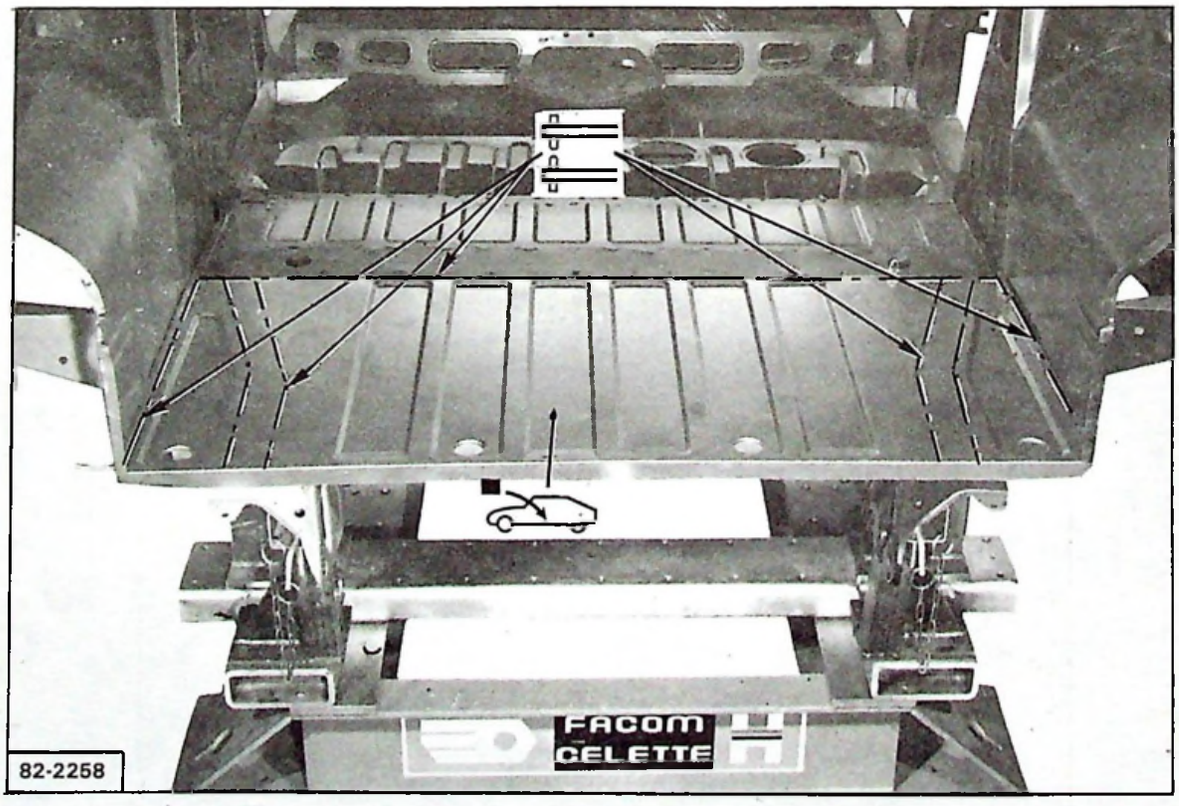
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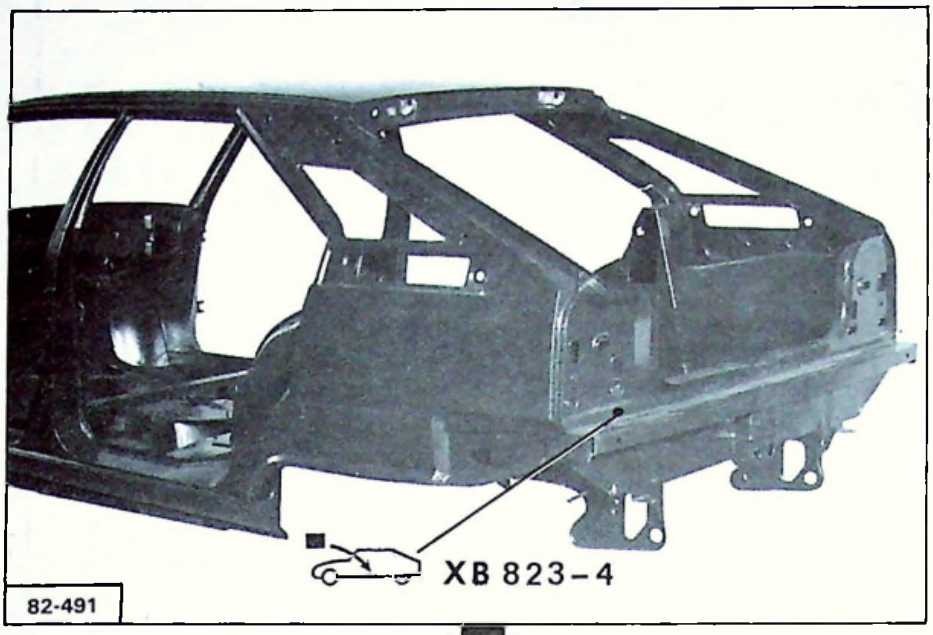
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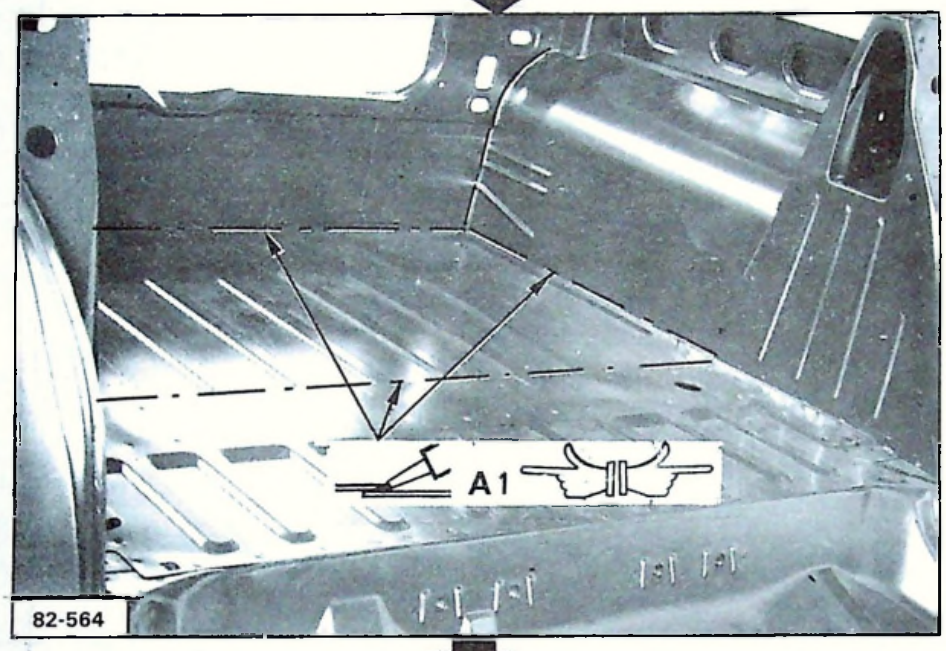
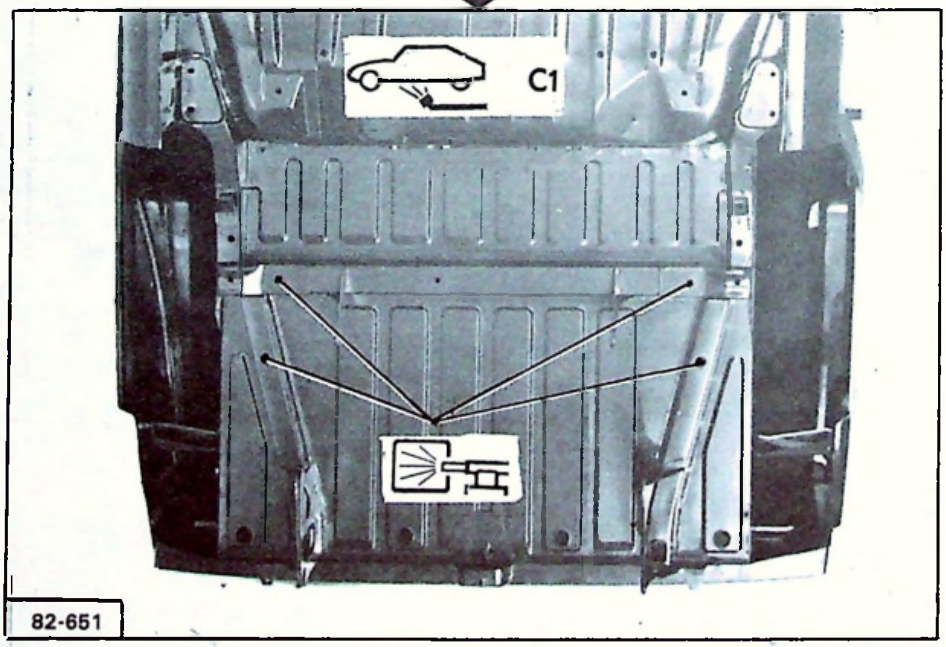
82-491


A1
82-564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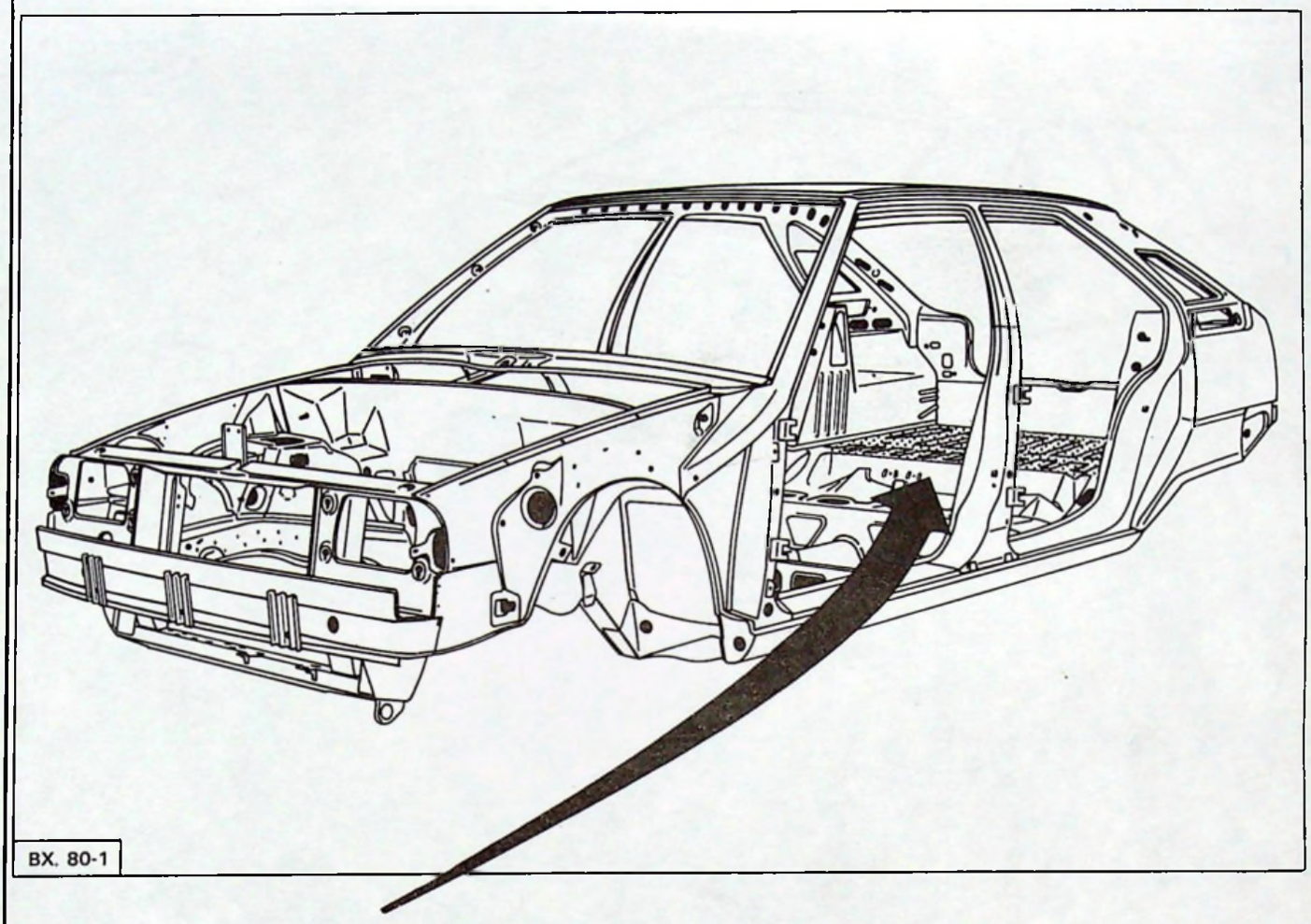
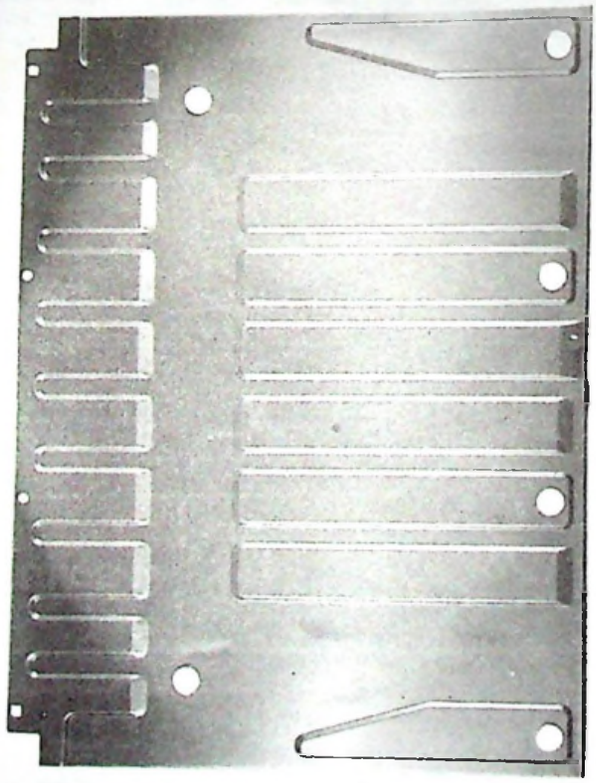


BX. 80-1



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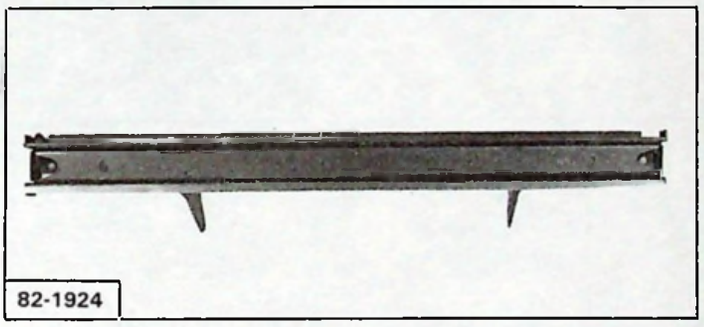

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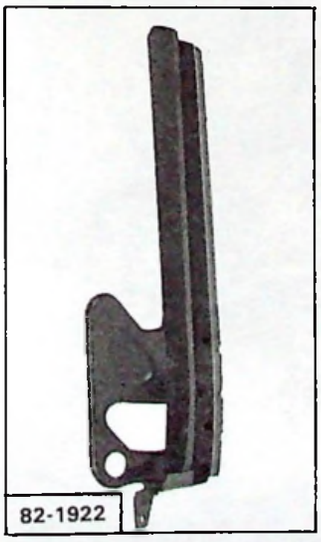

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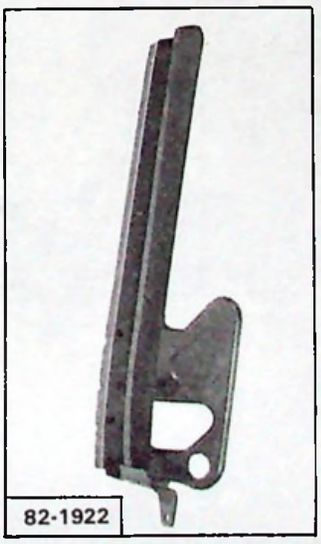
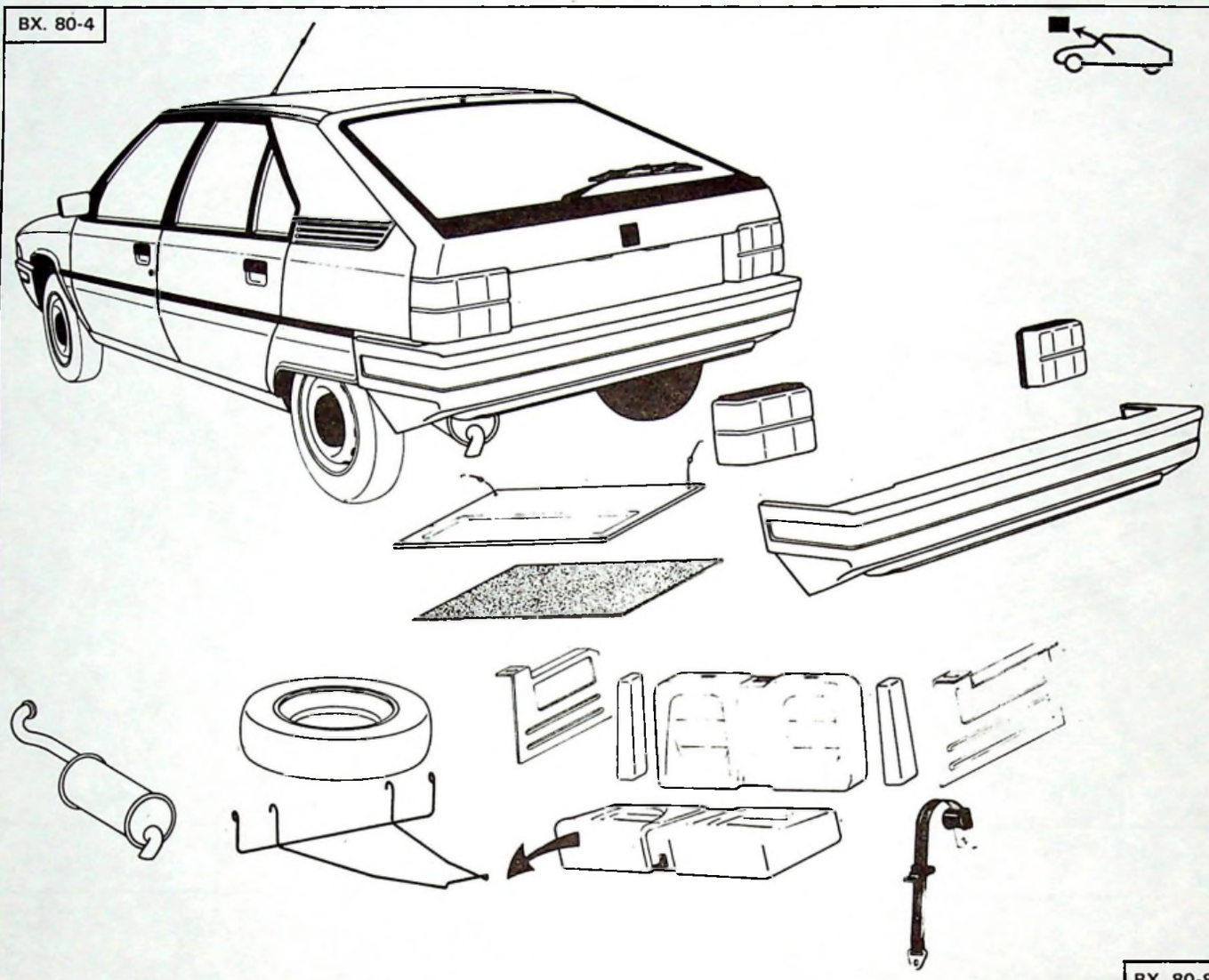
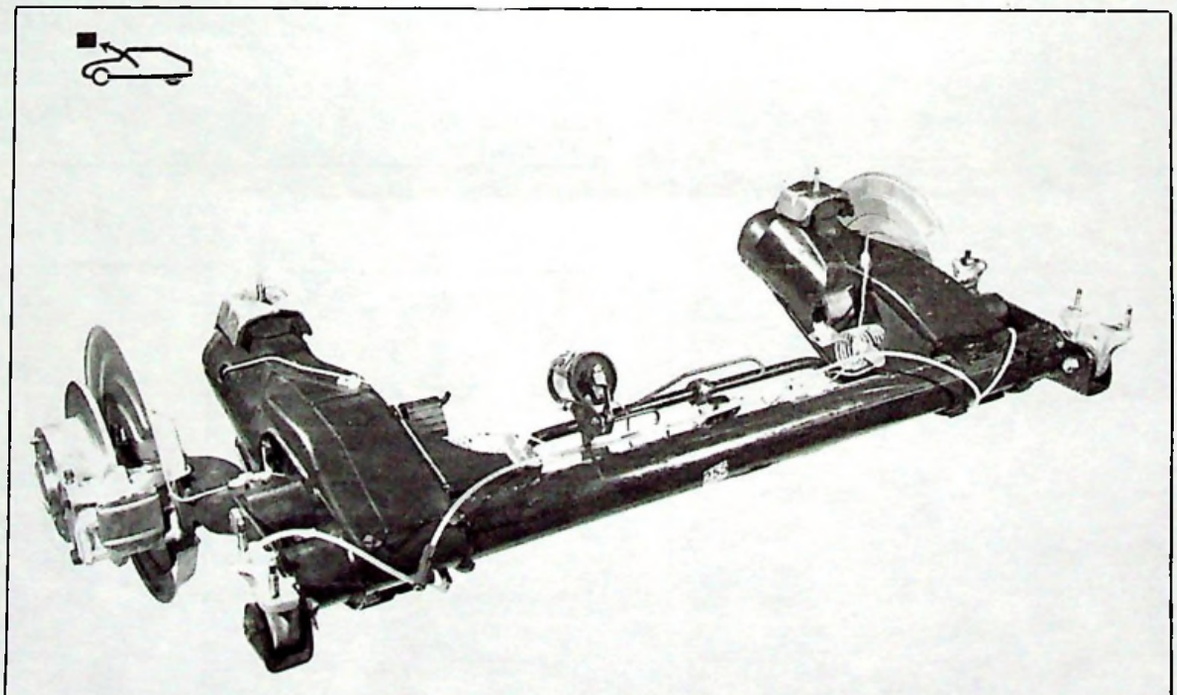


82-1922

BX. 80-4



BX. 80-8



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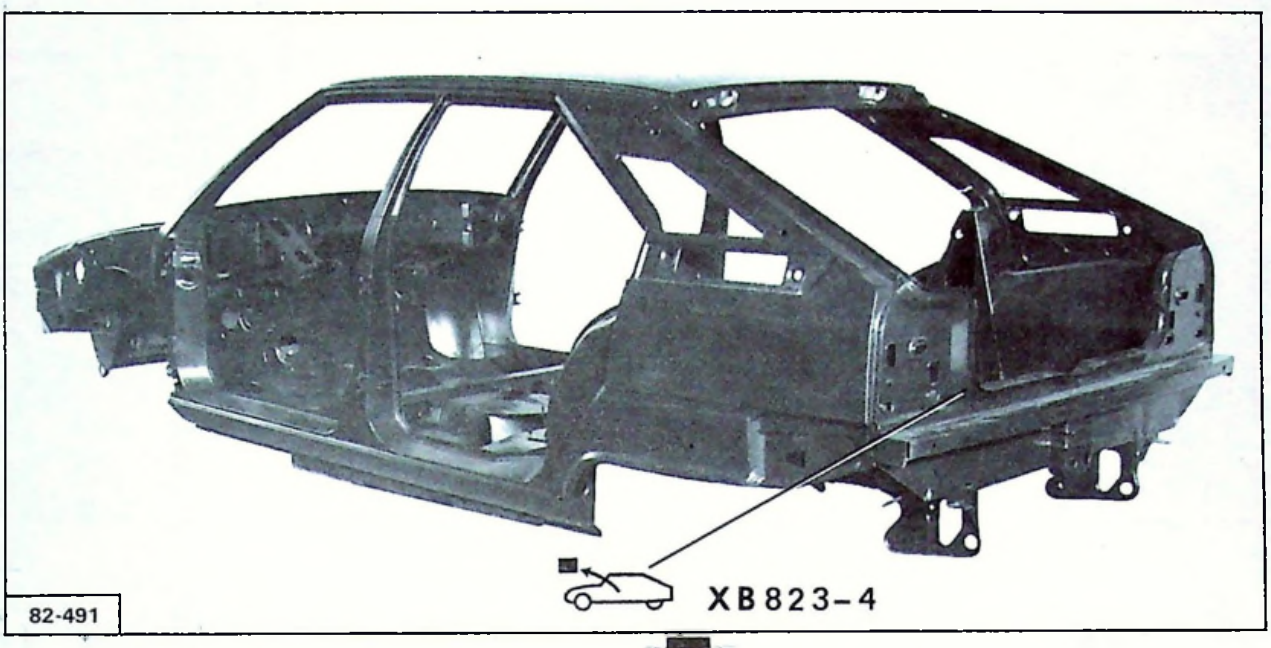
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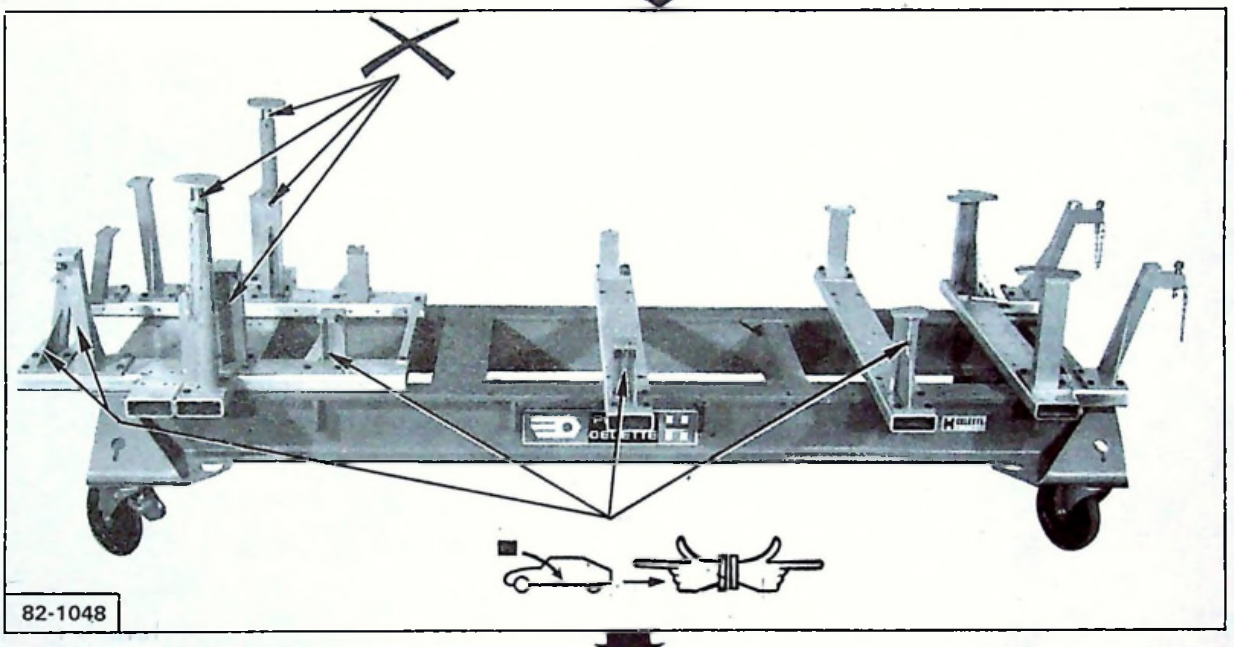
82-491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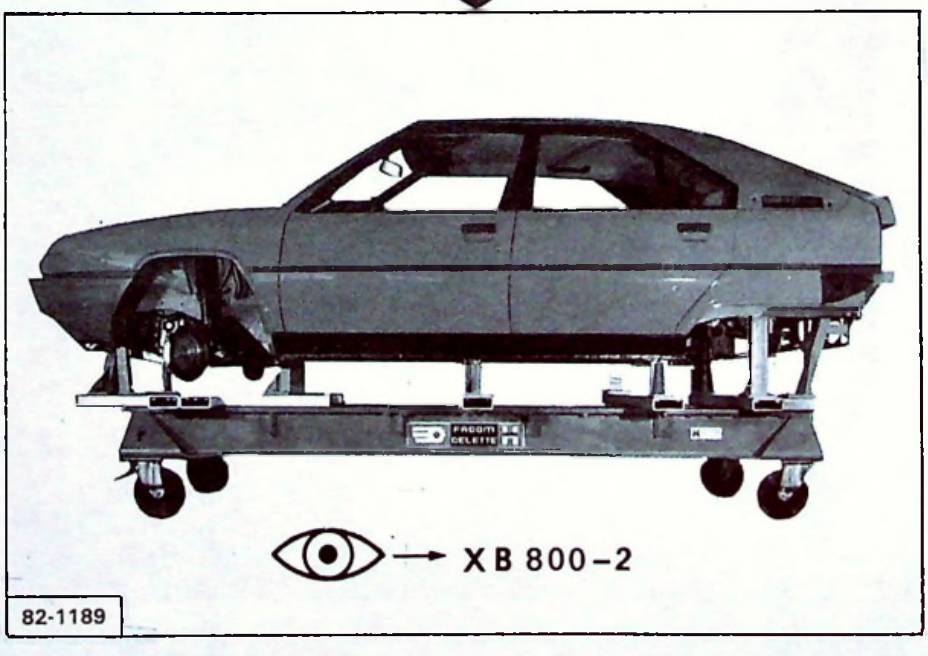
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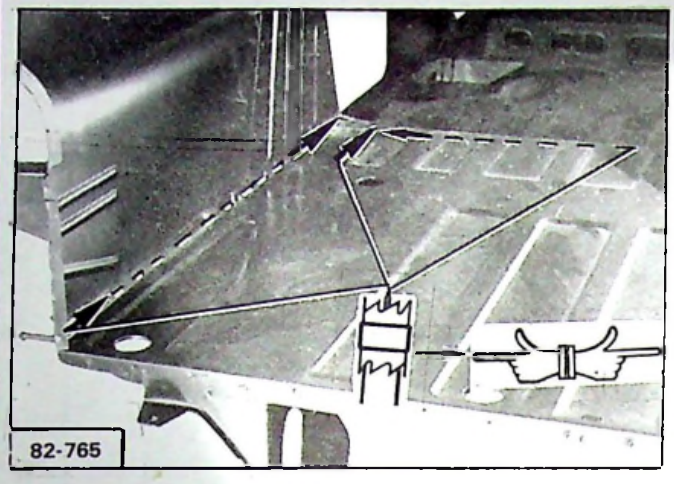
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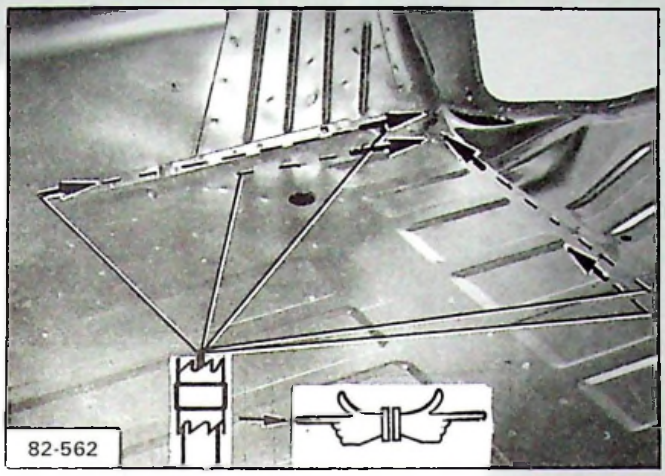
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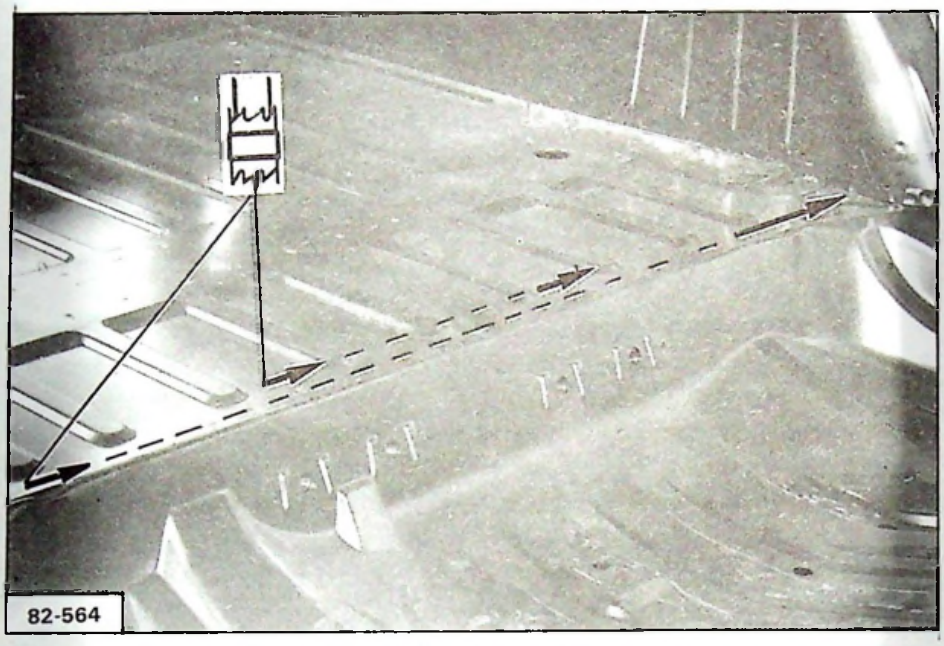
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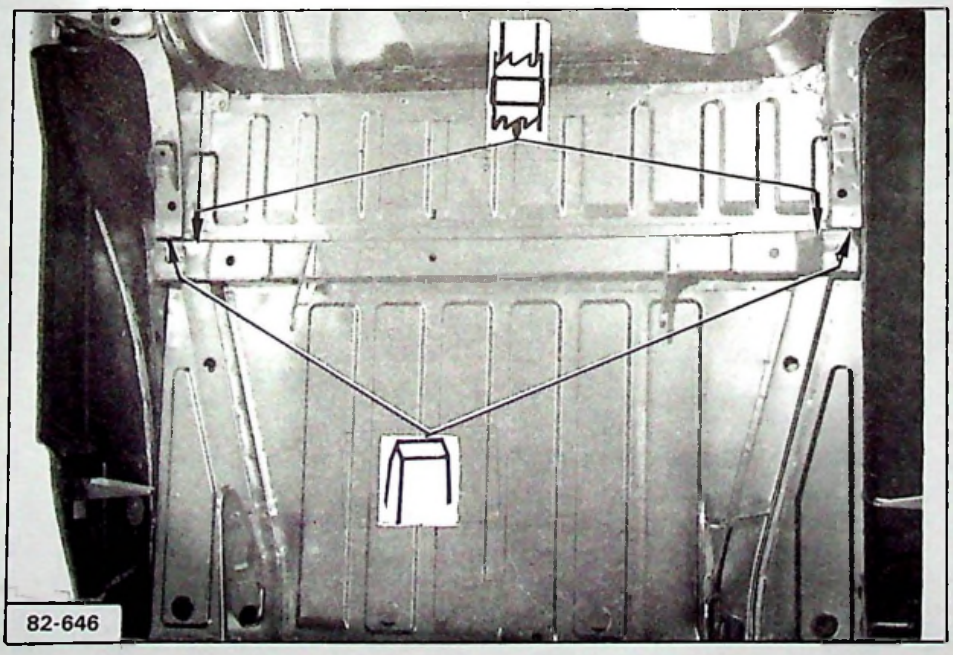
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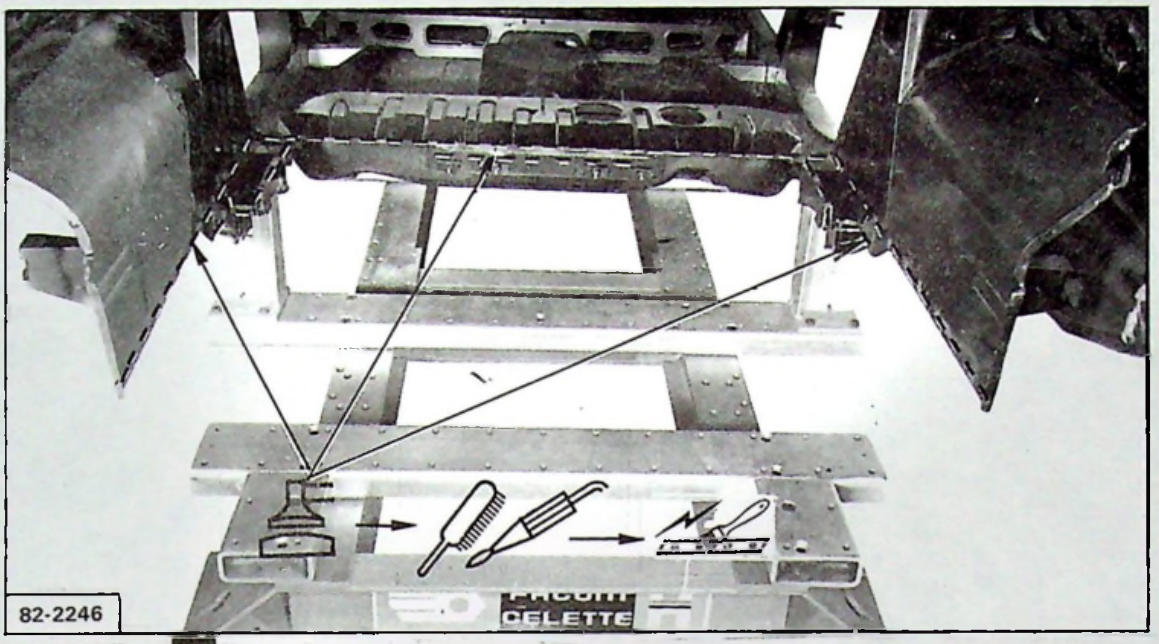
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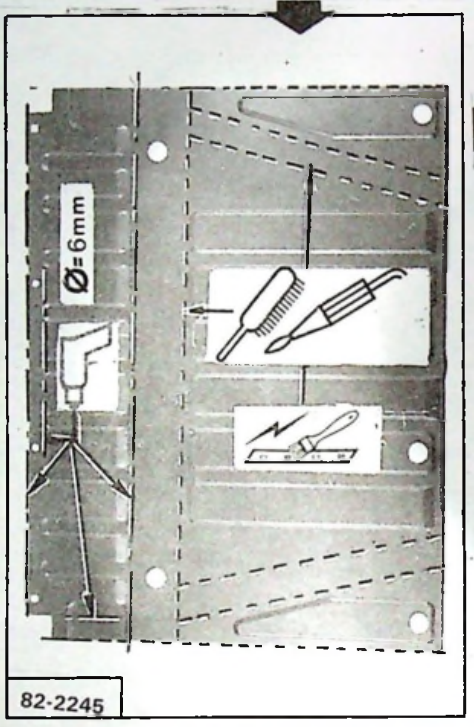
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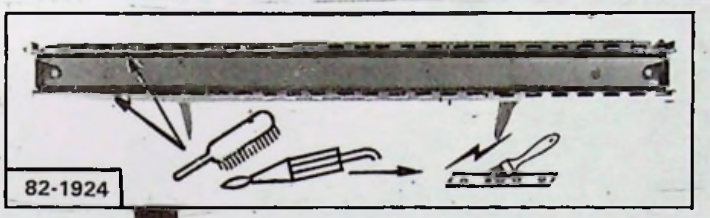
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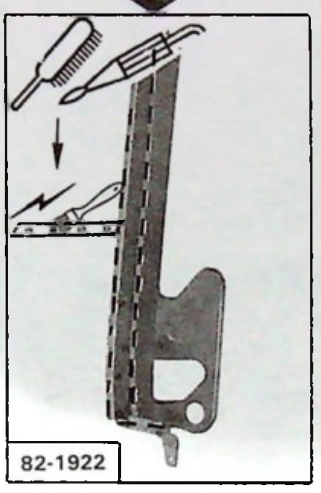
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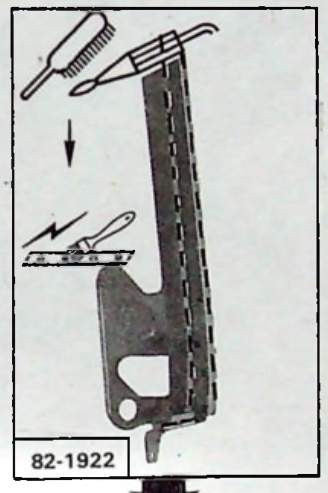
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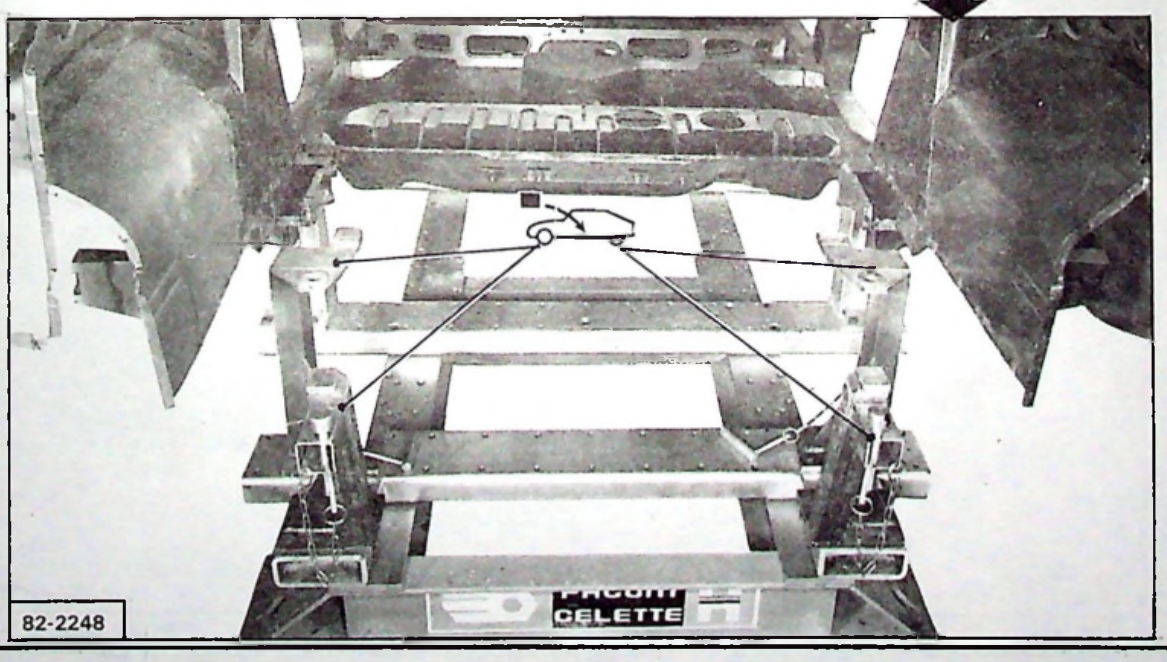
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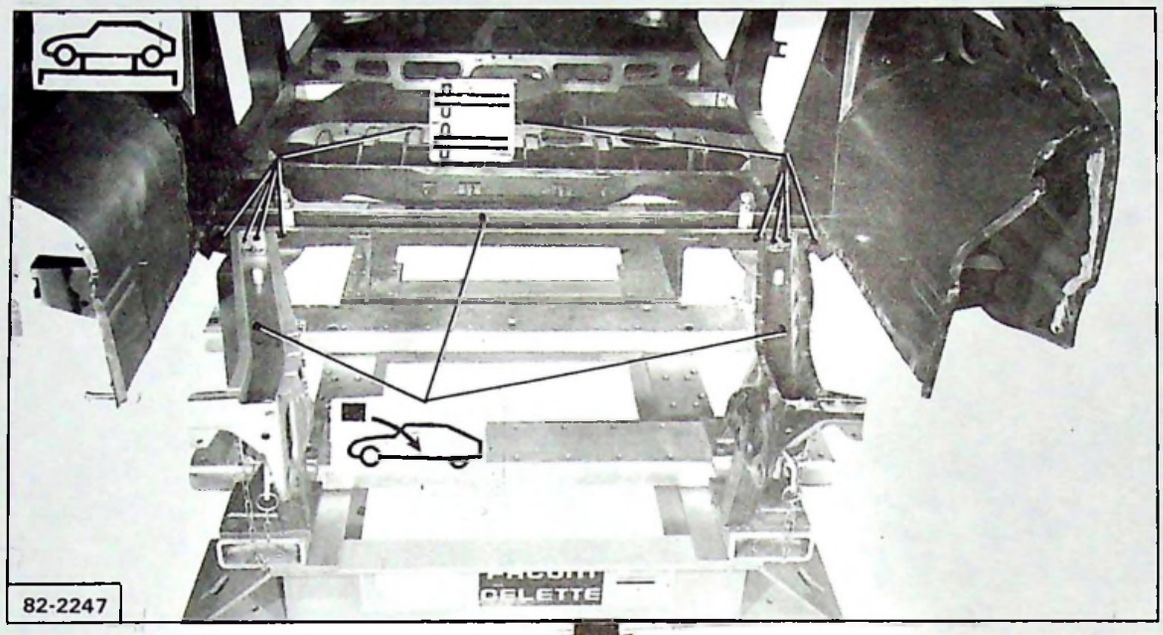
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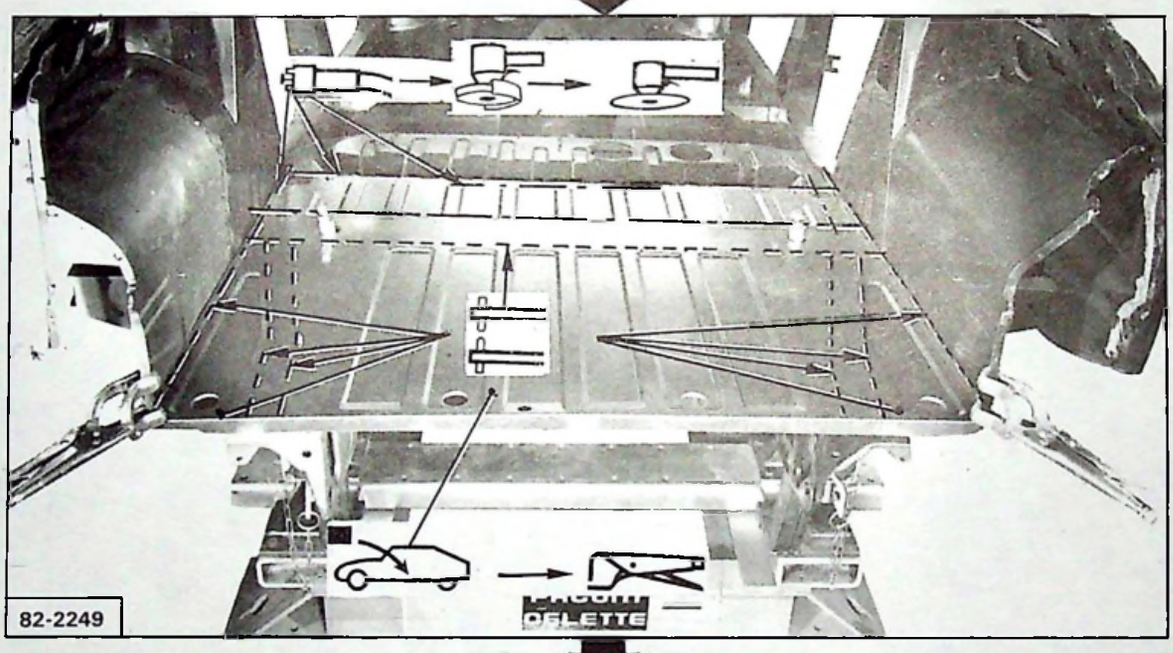
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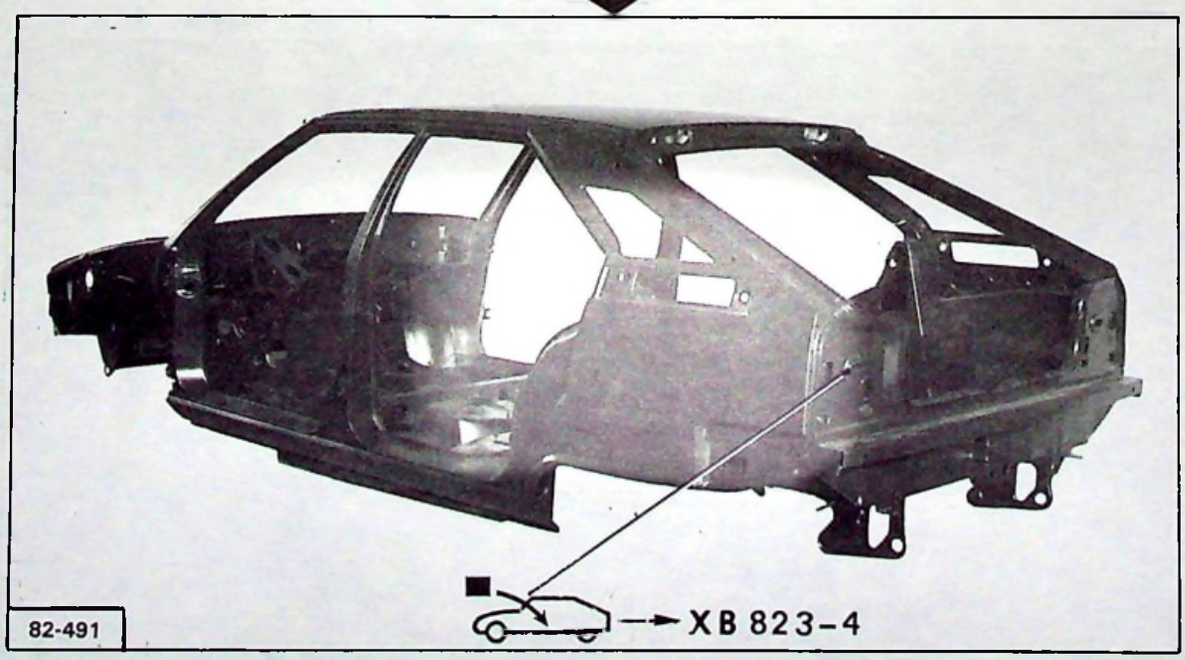
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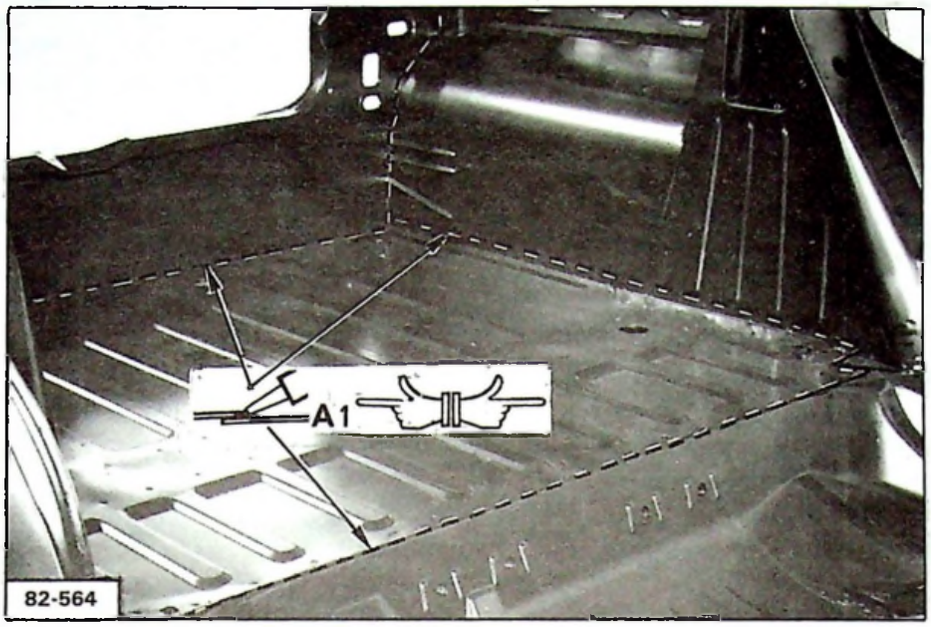
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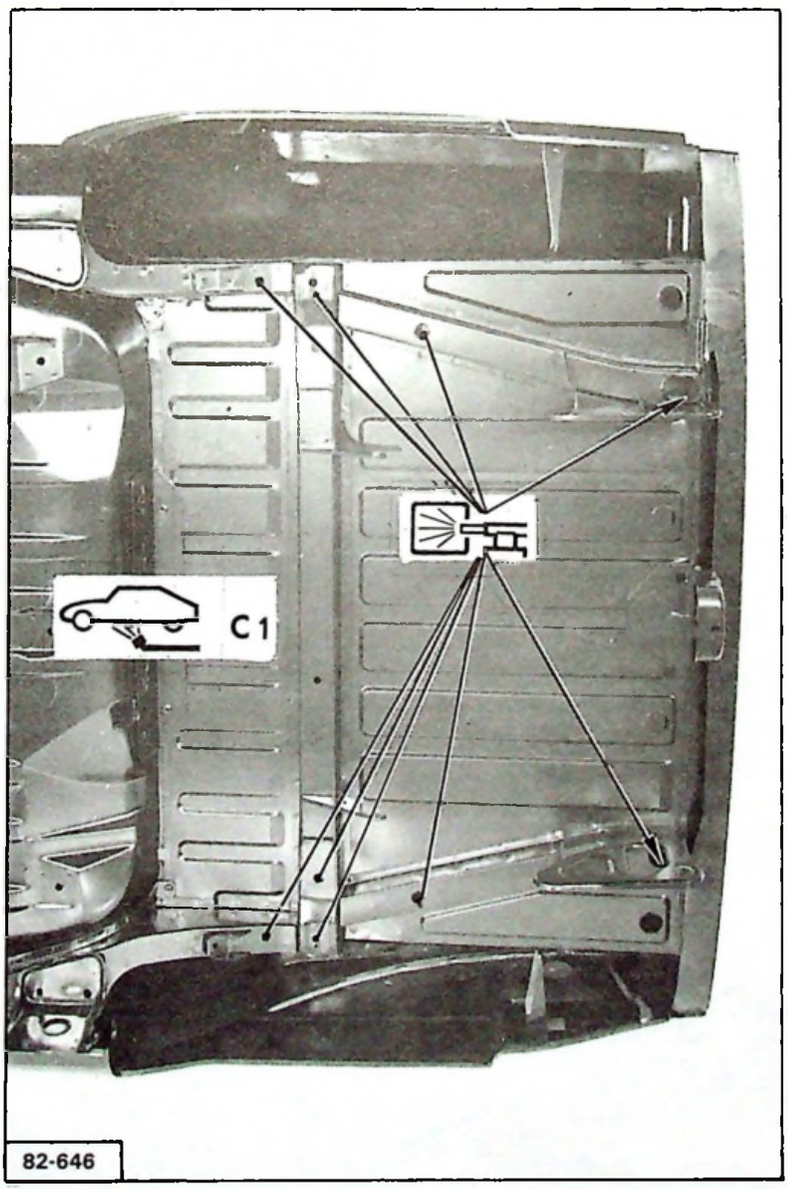
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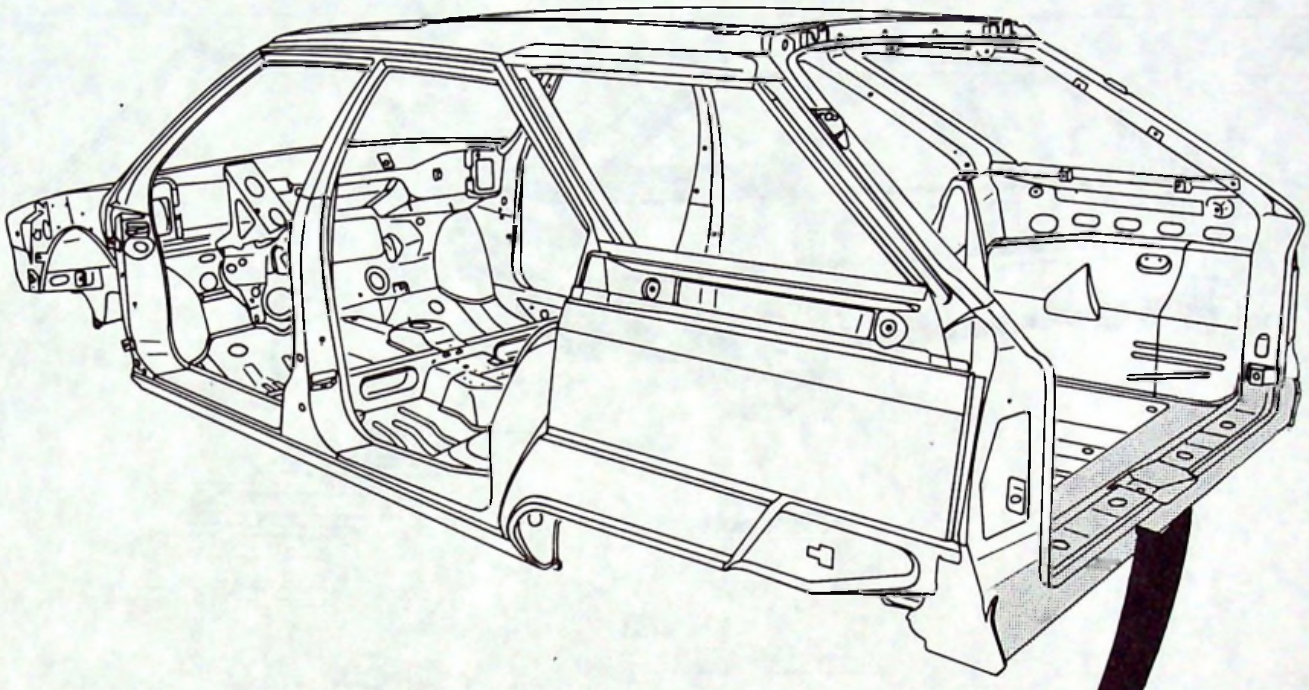
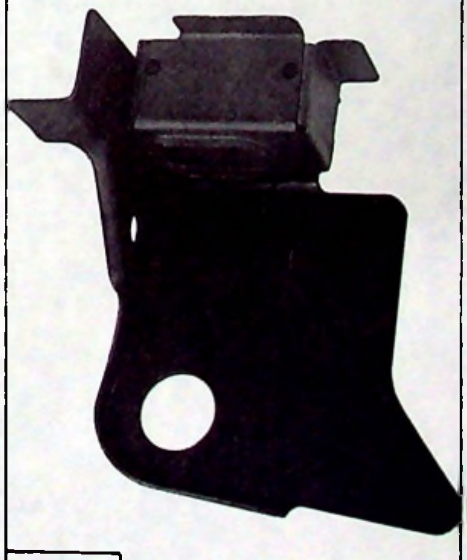


BX. 80-36

85-59

85-65



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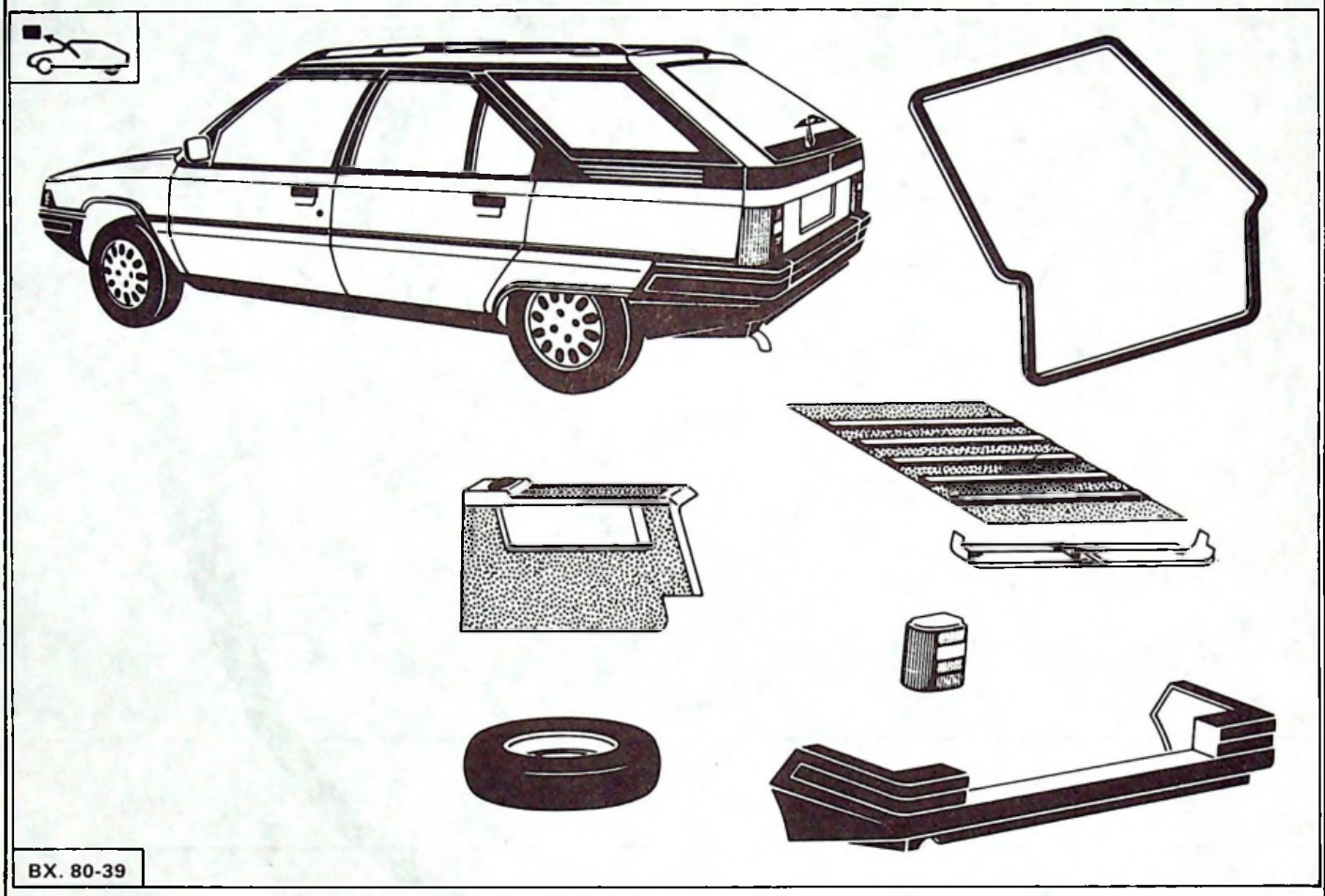
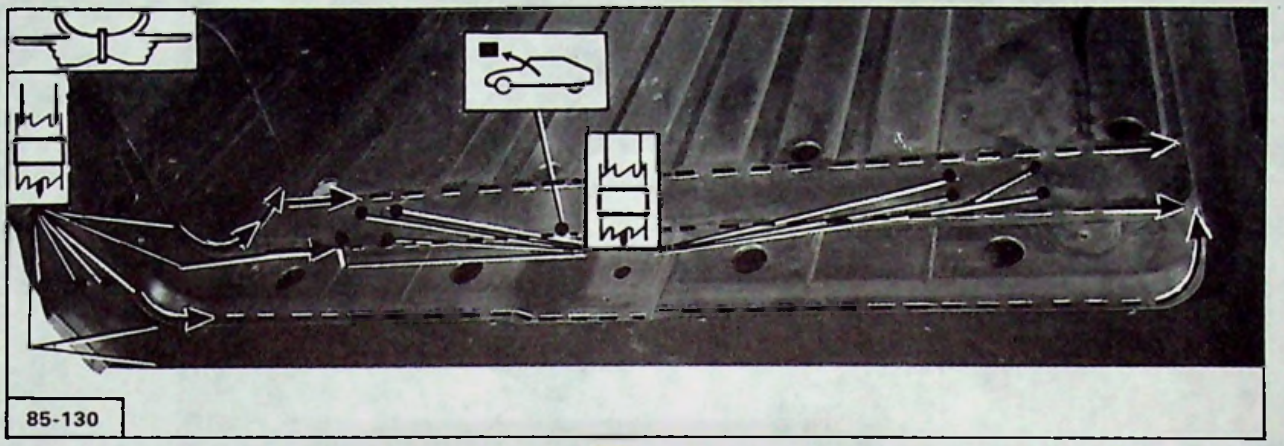


BX. 80-39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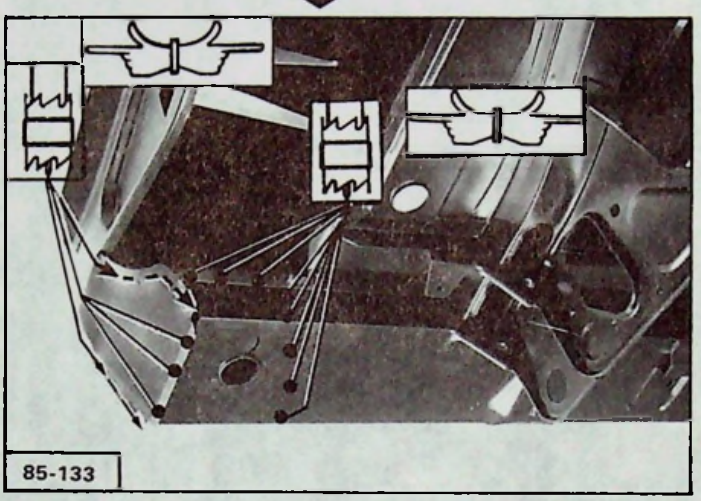
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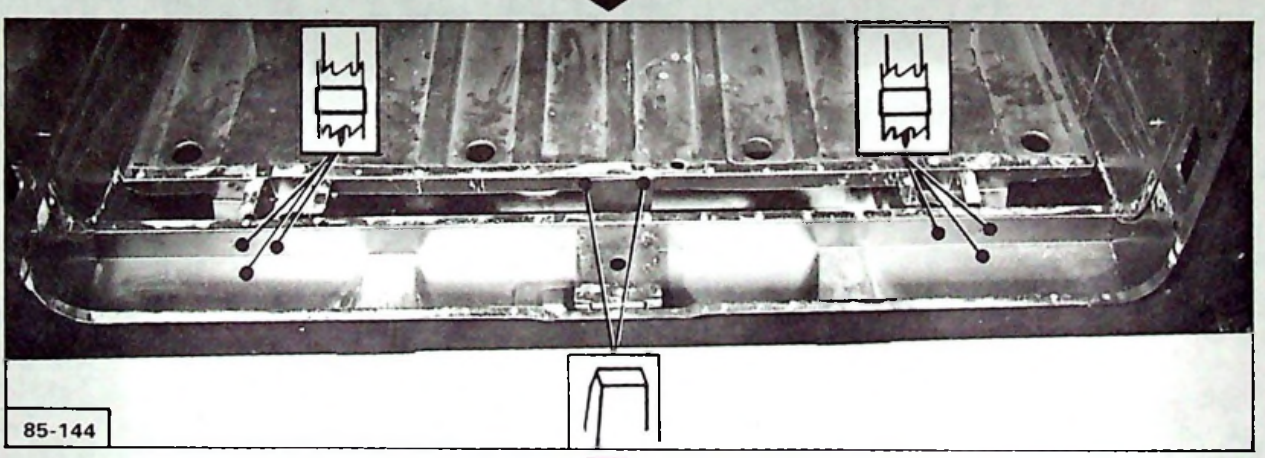
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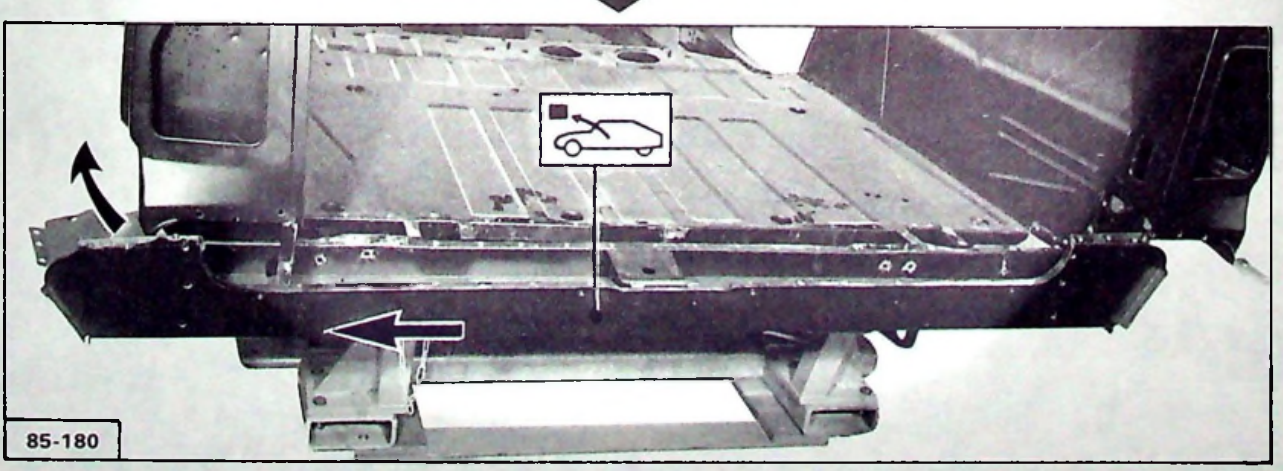
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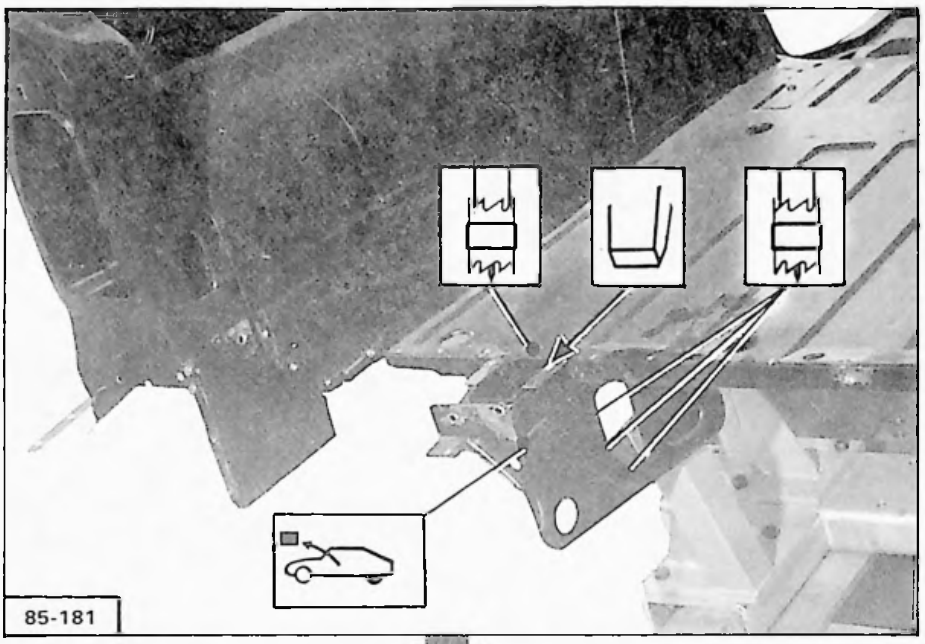
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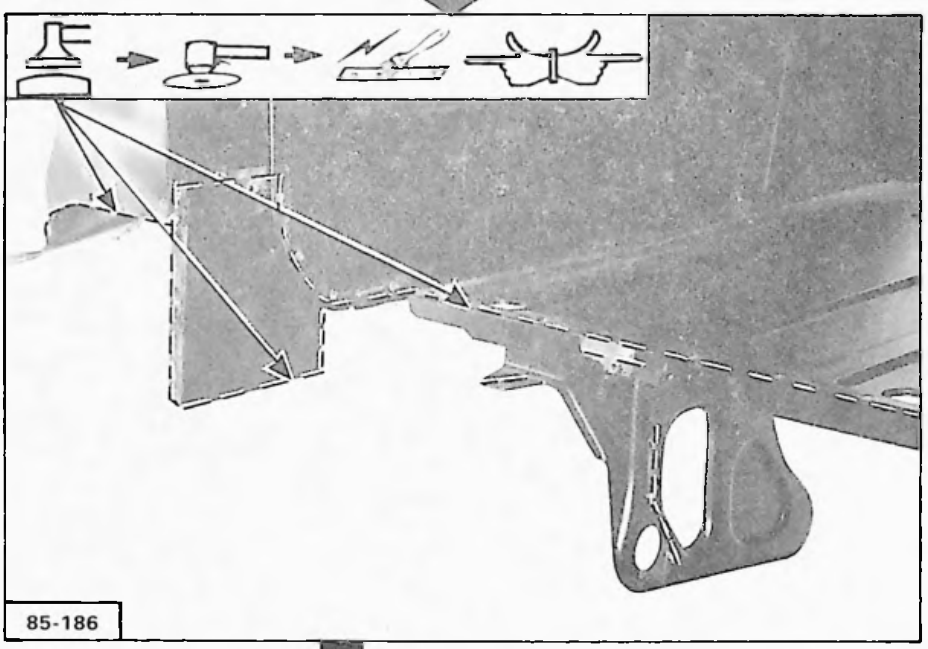
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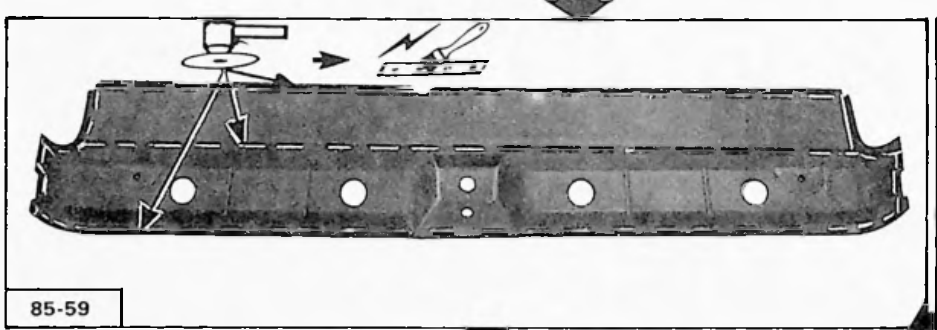
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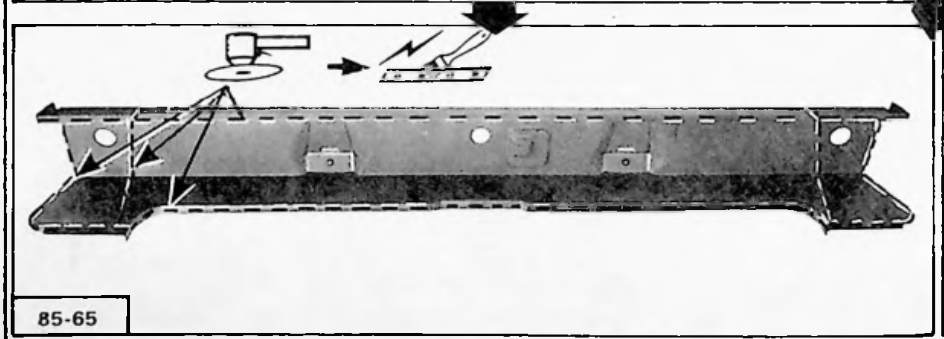
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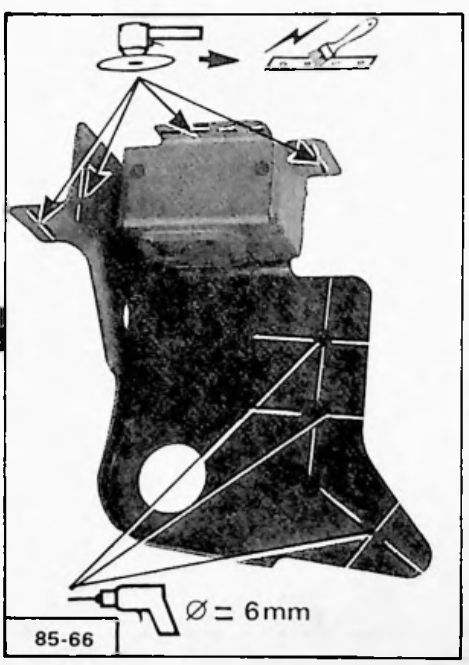
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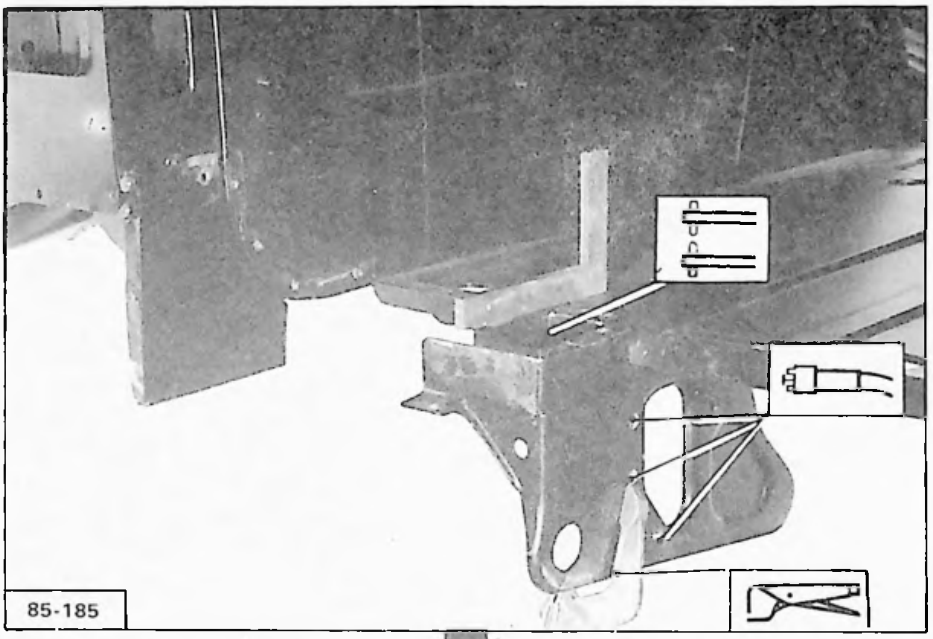
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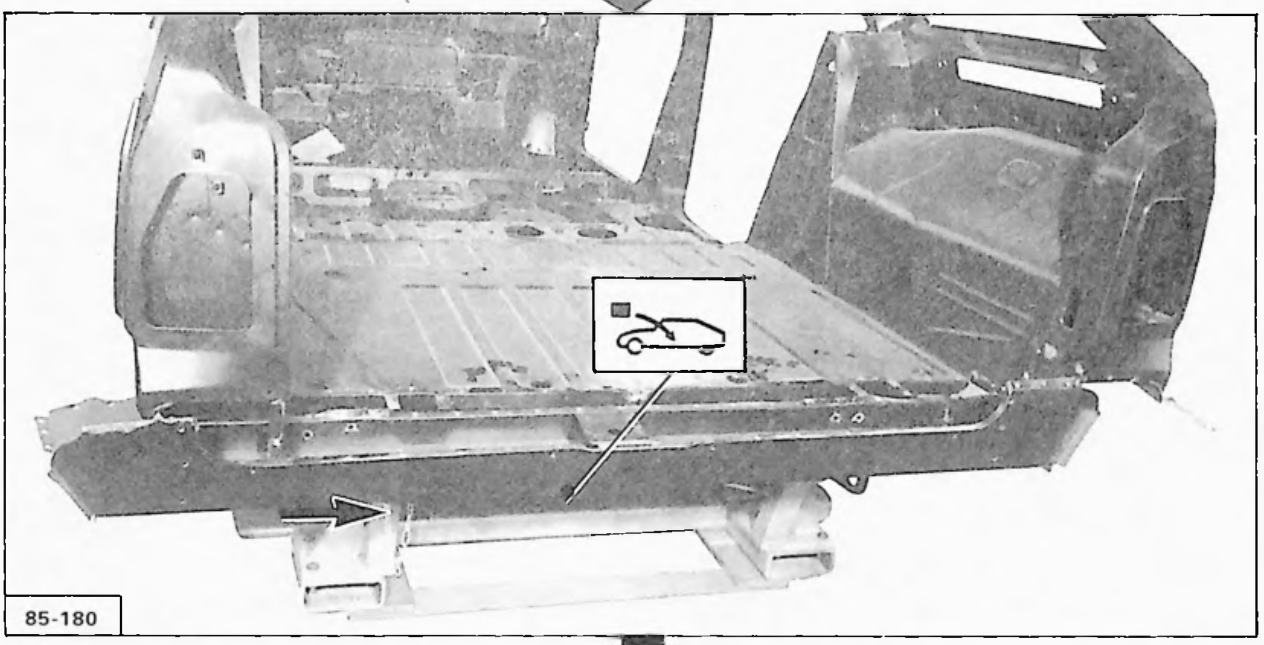
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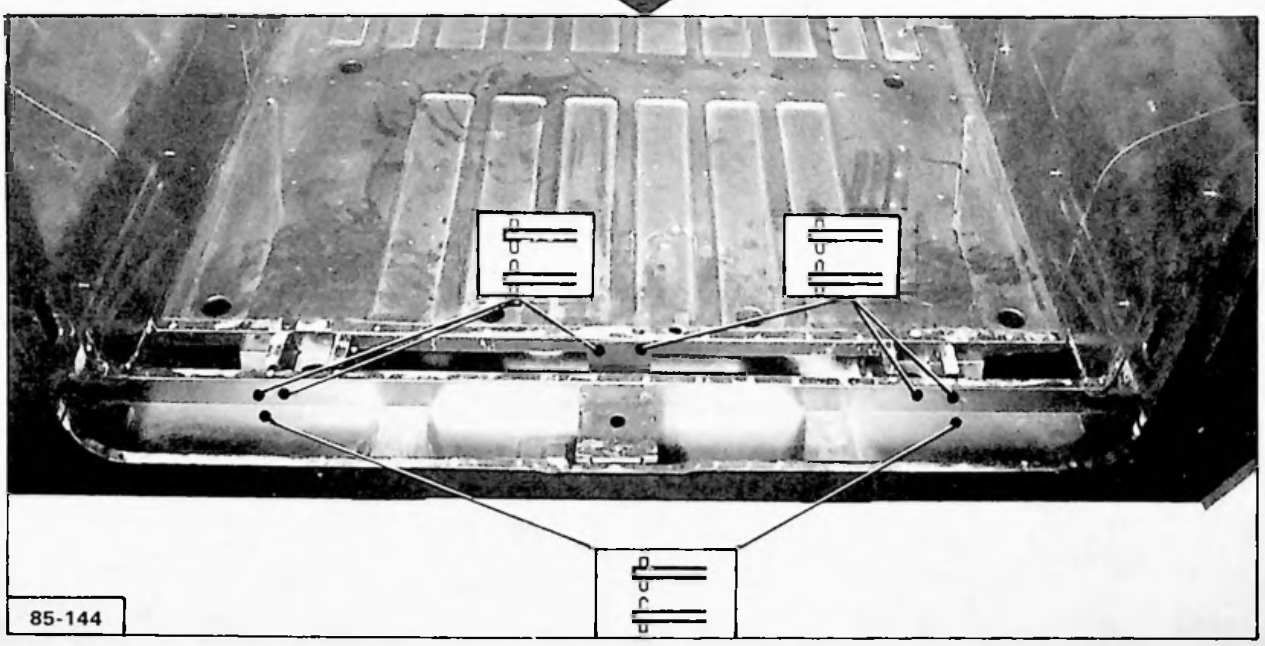
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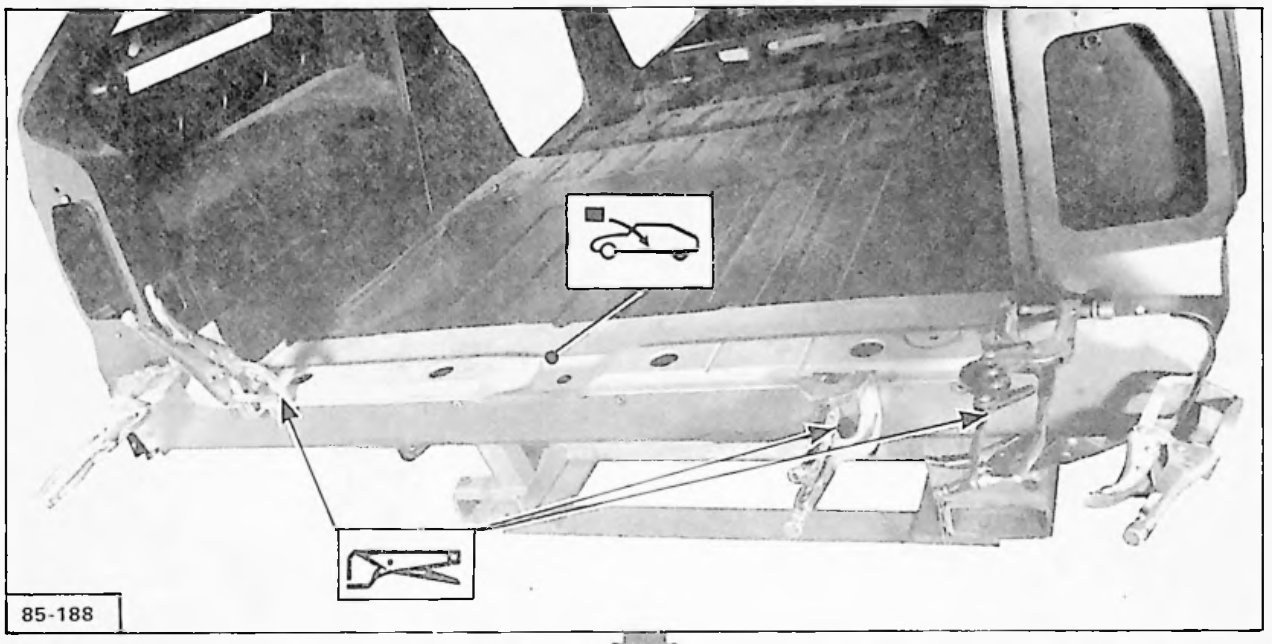
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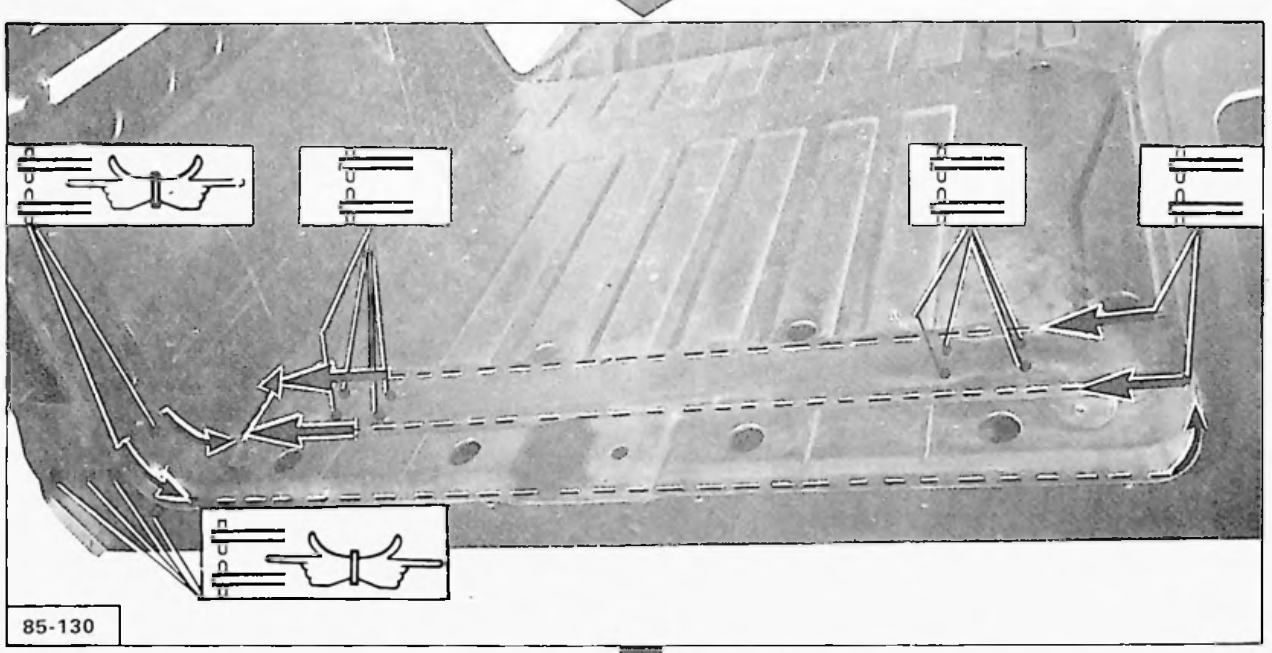
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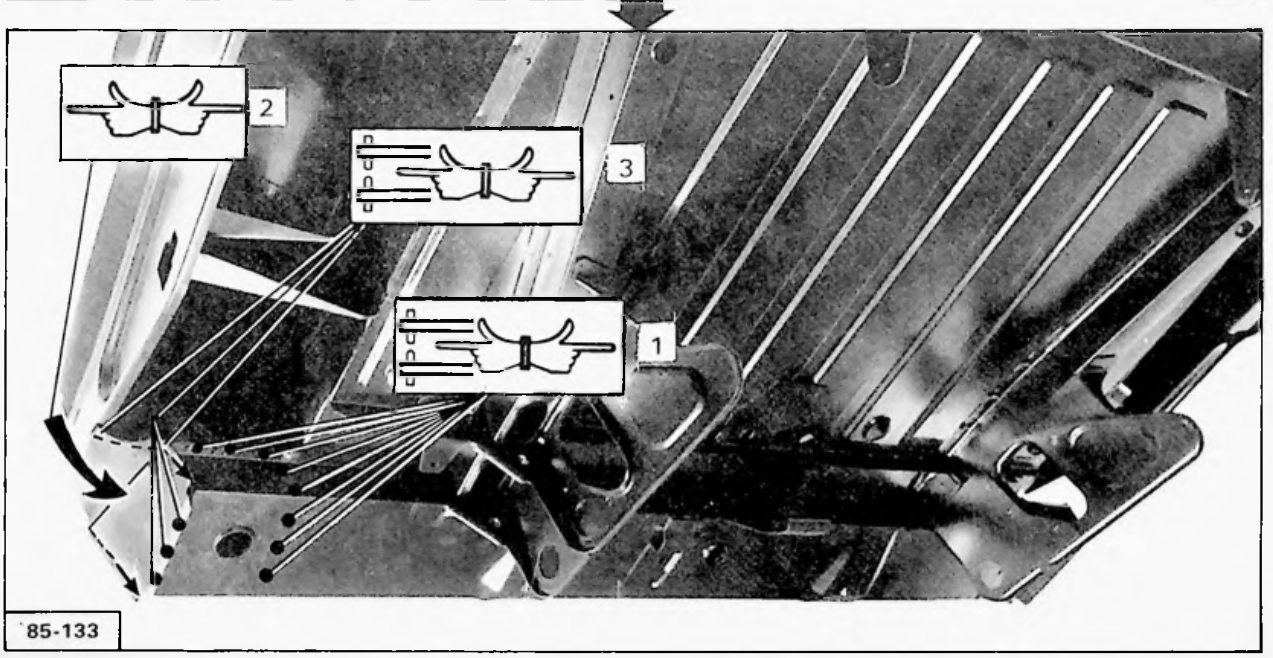
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3
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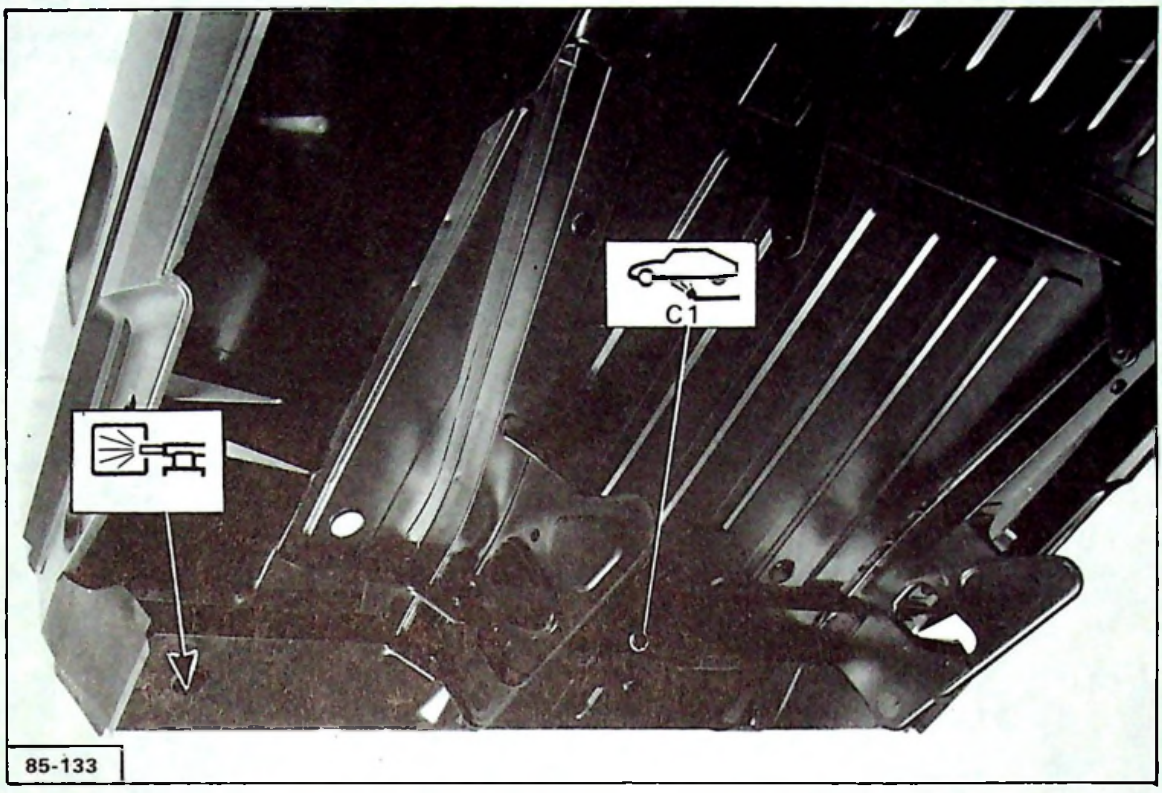
85-133



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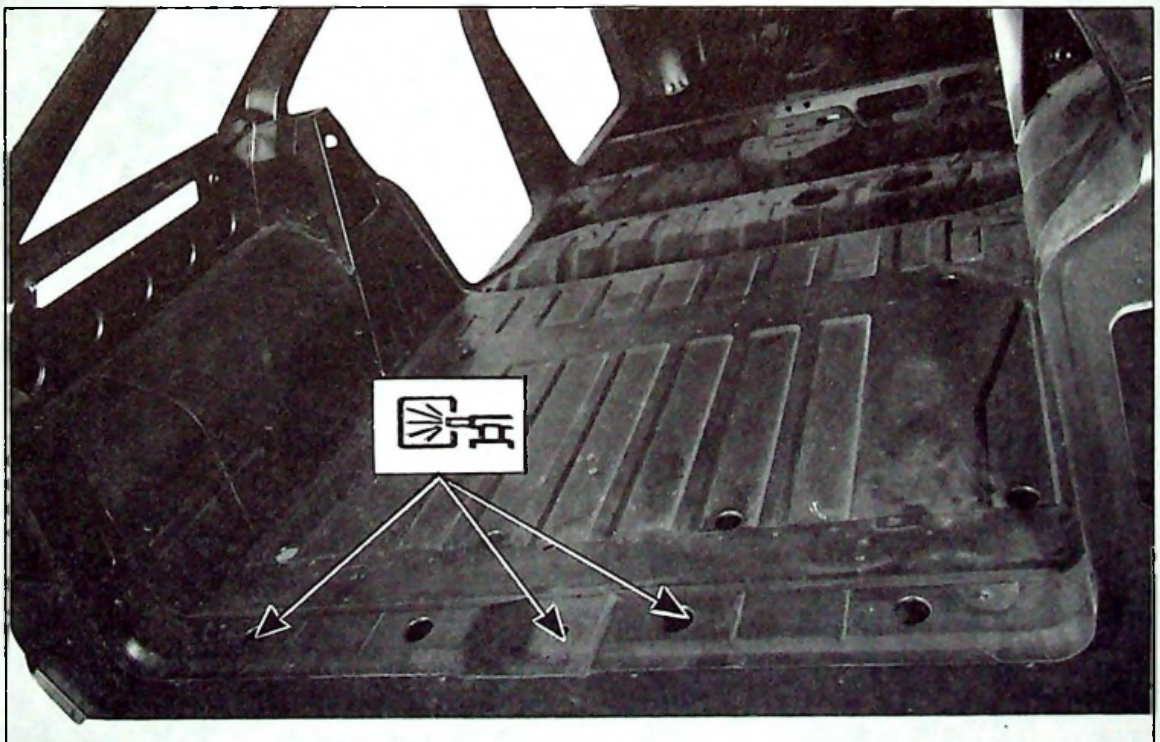

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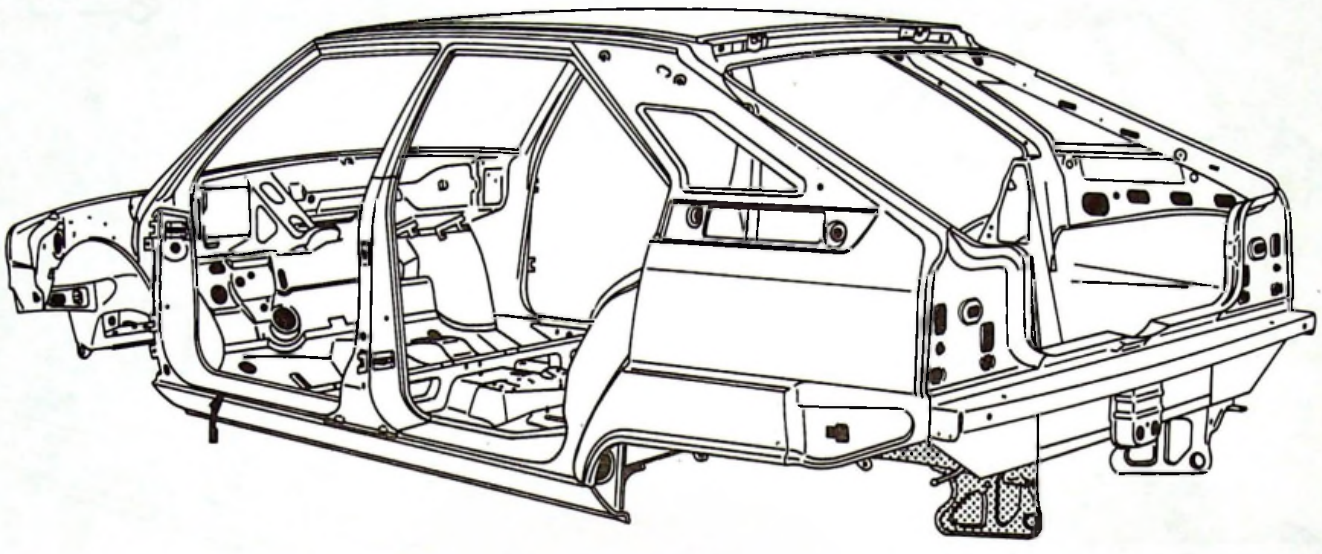
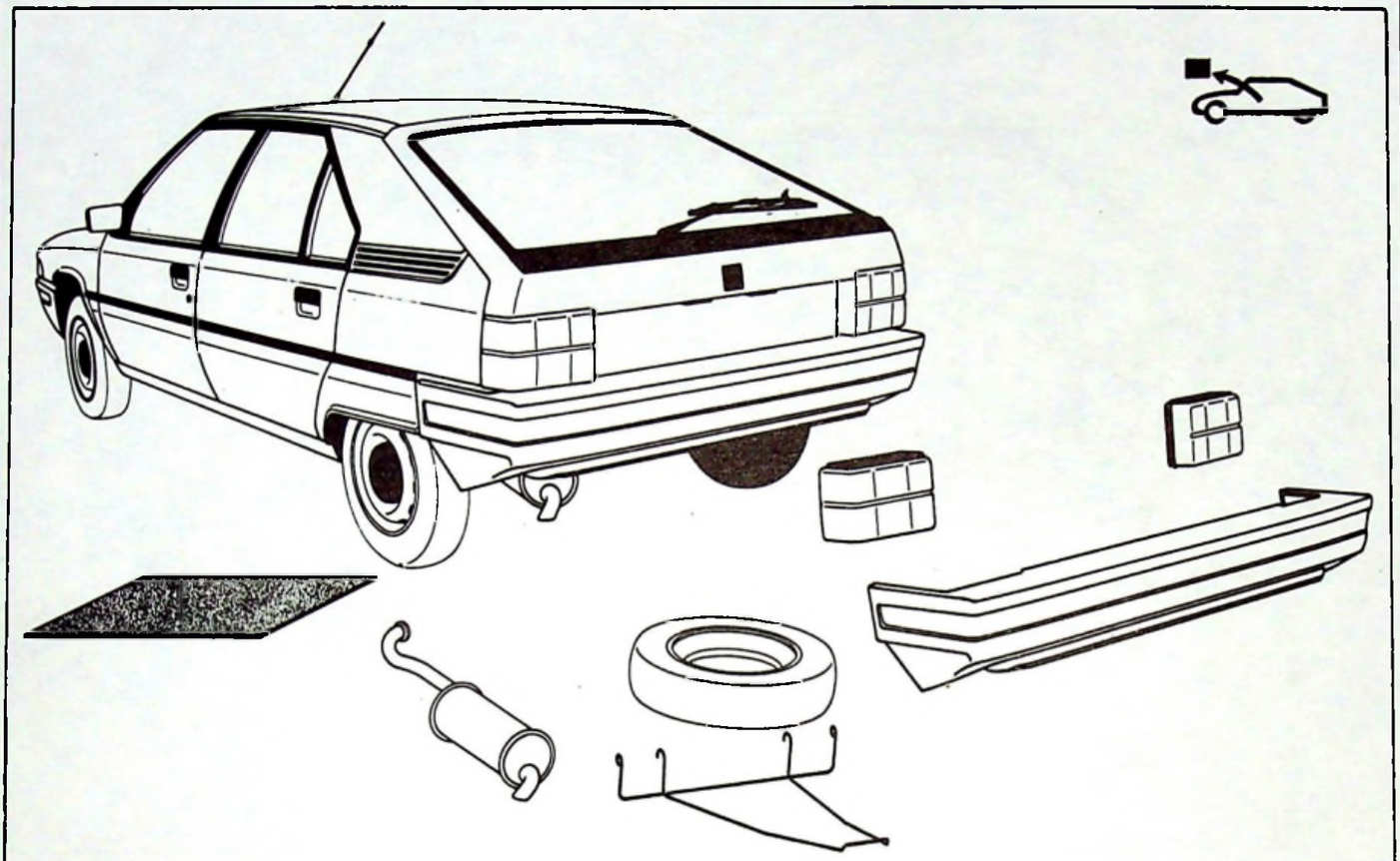
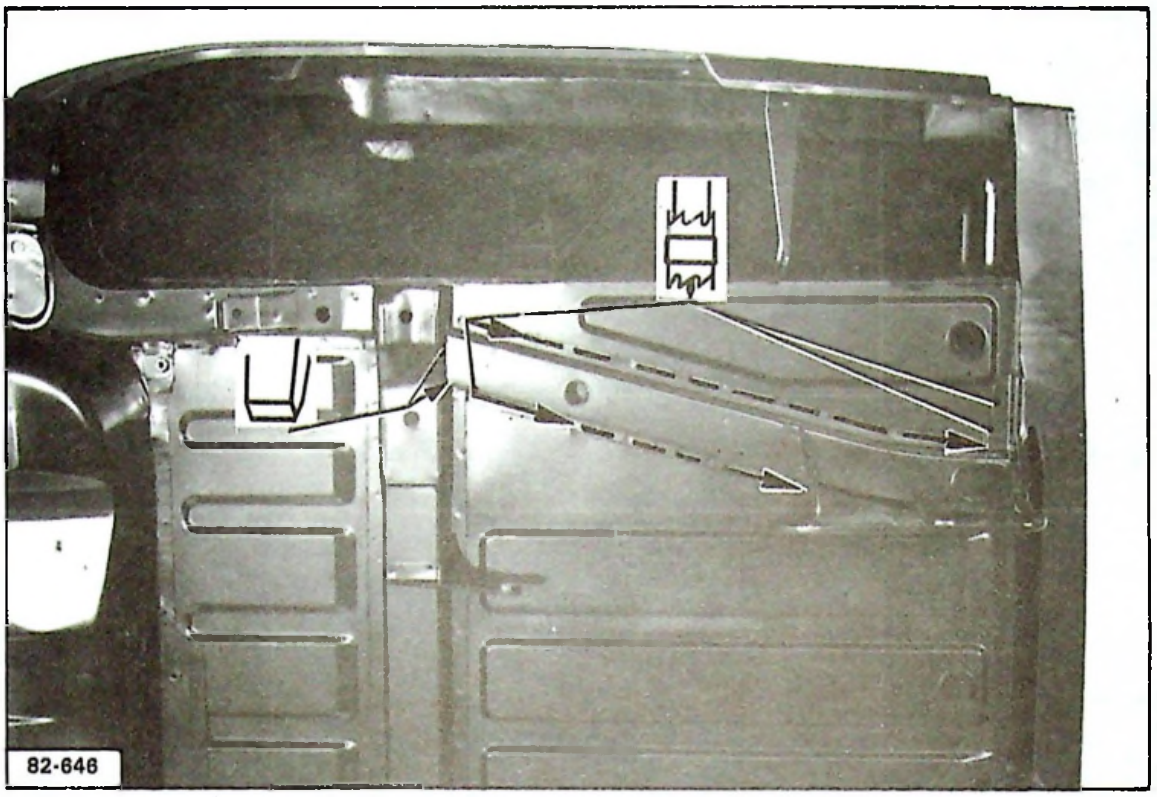


BX. 80-2

82-1922



BX. 80-8	BX. 80-4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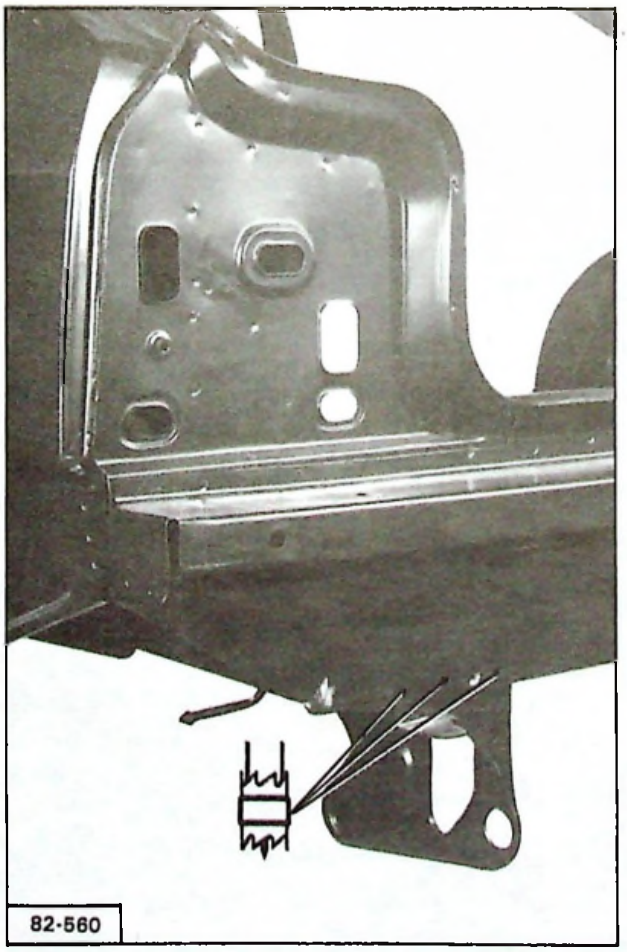
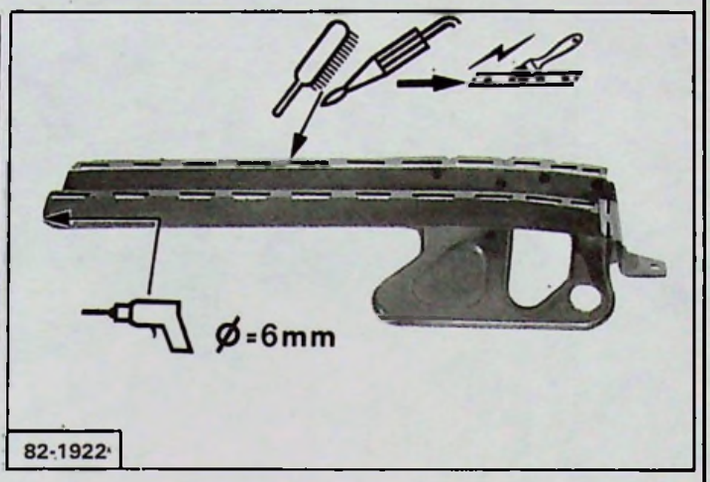

82-560

82-1997



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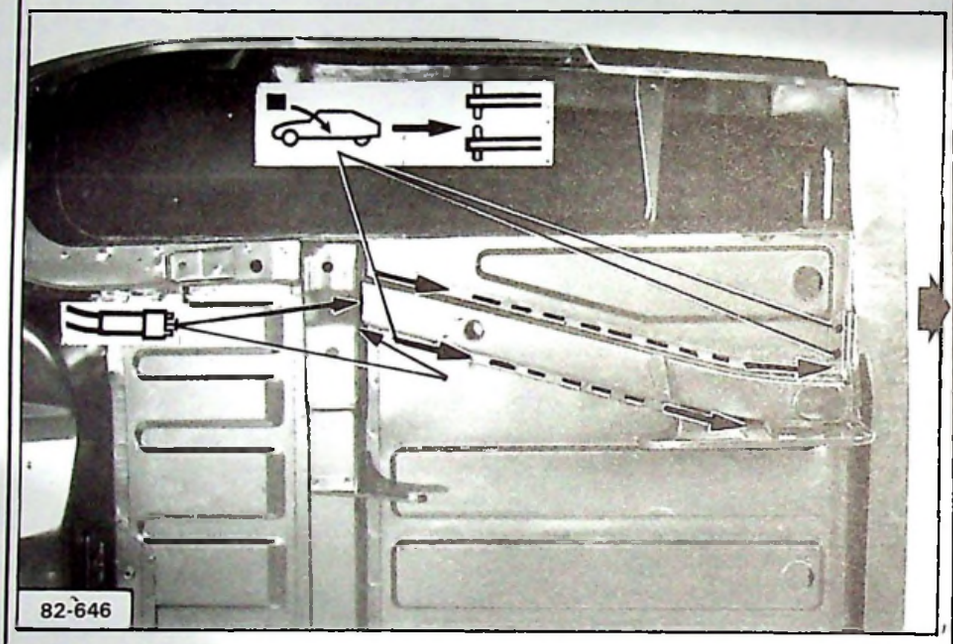
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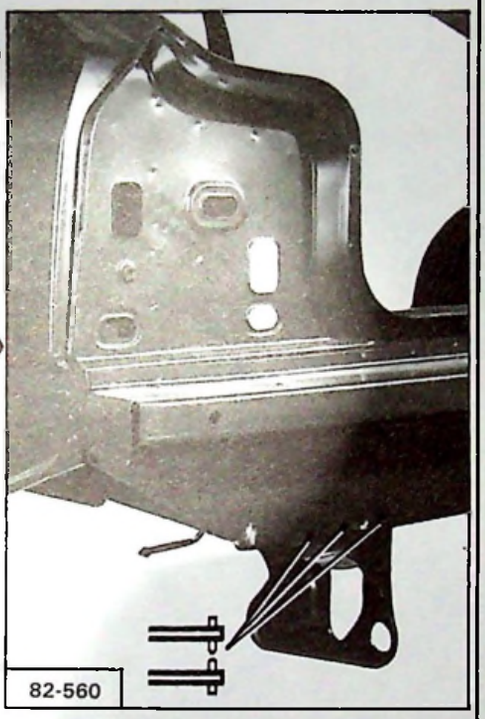
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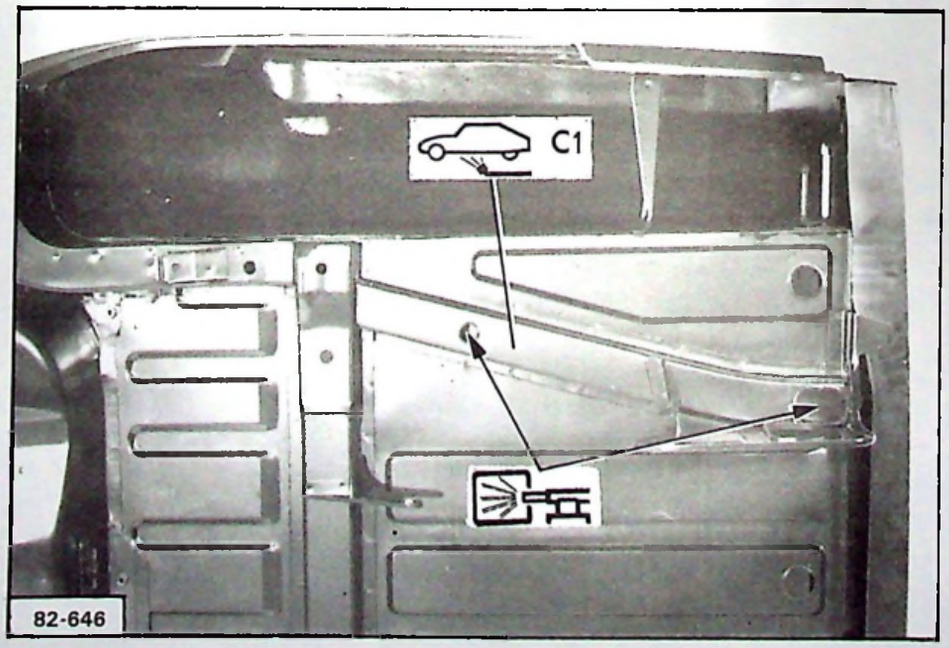

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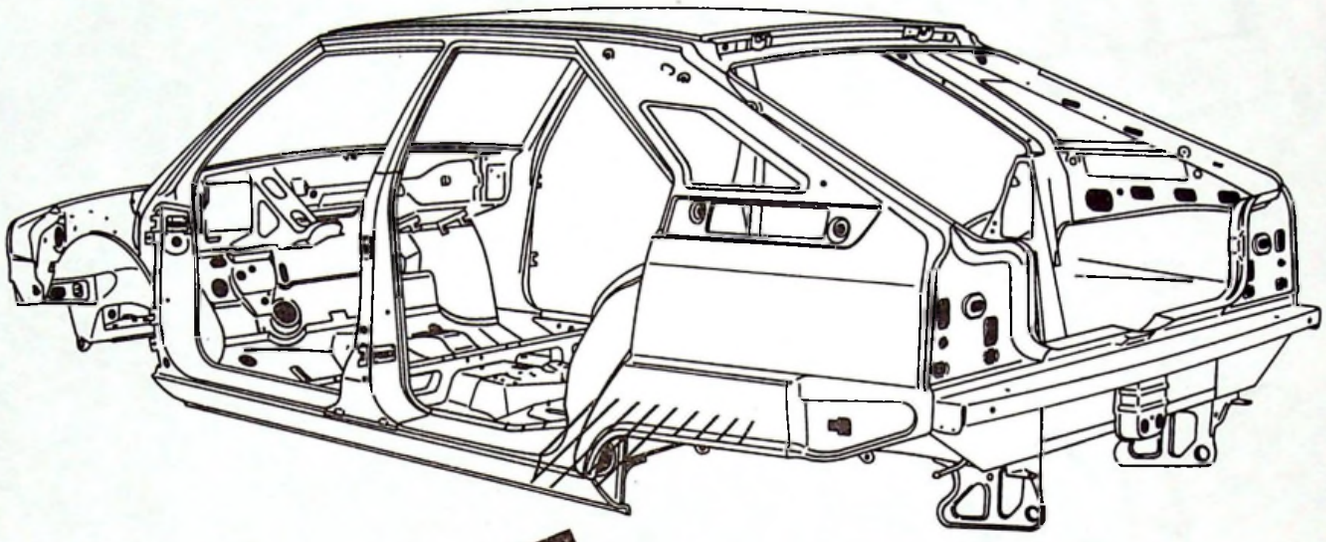
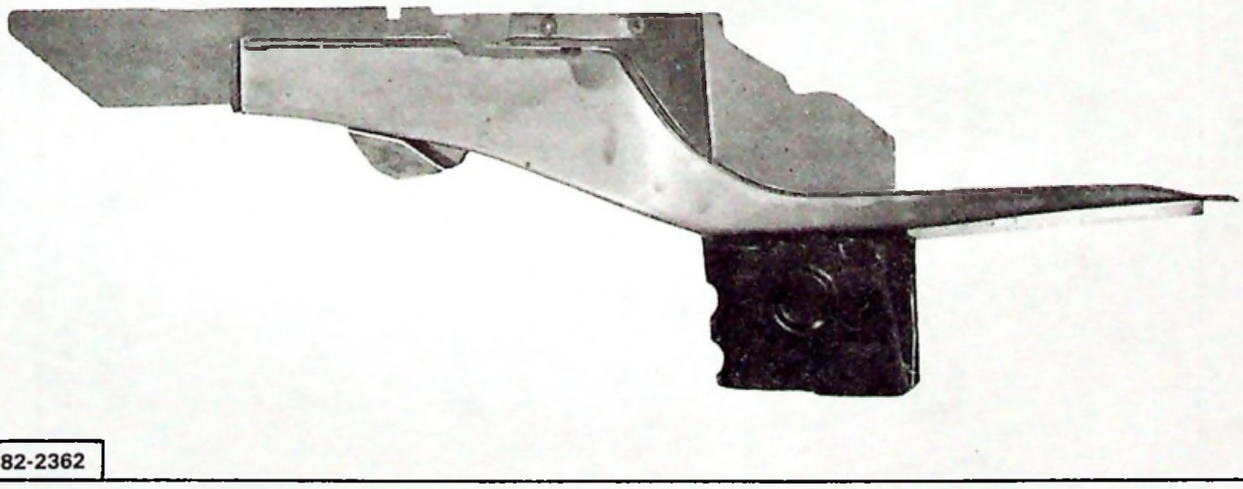


BX. 80-2



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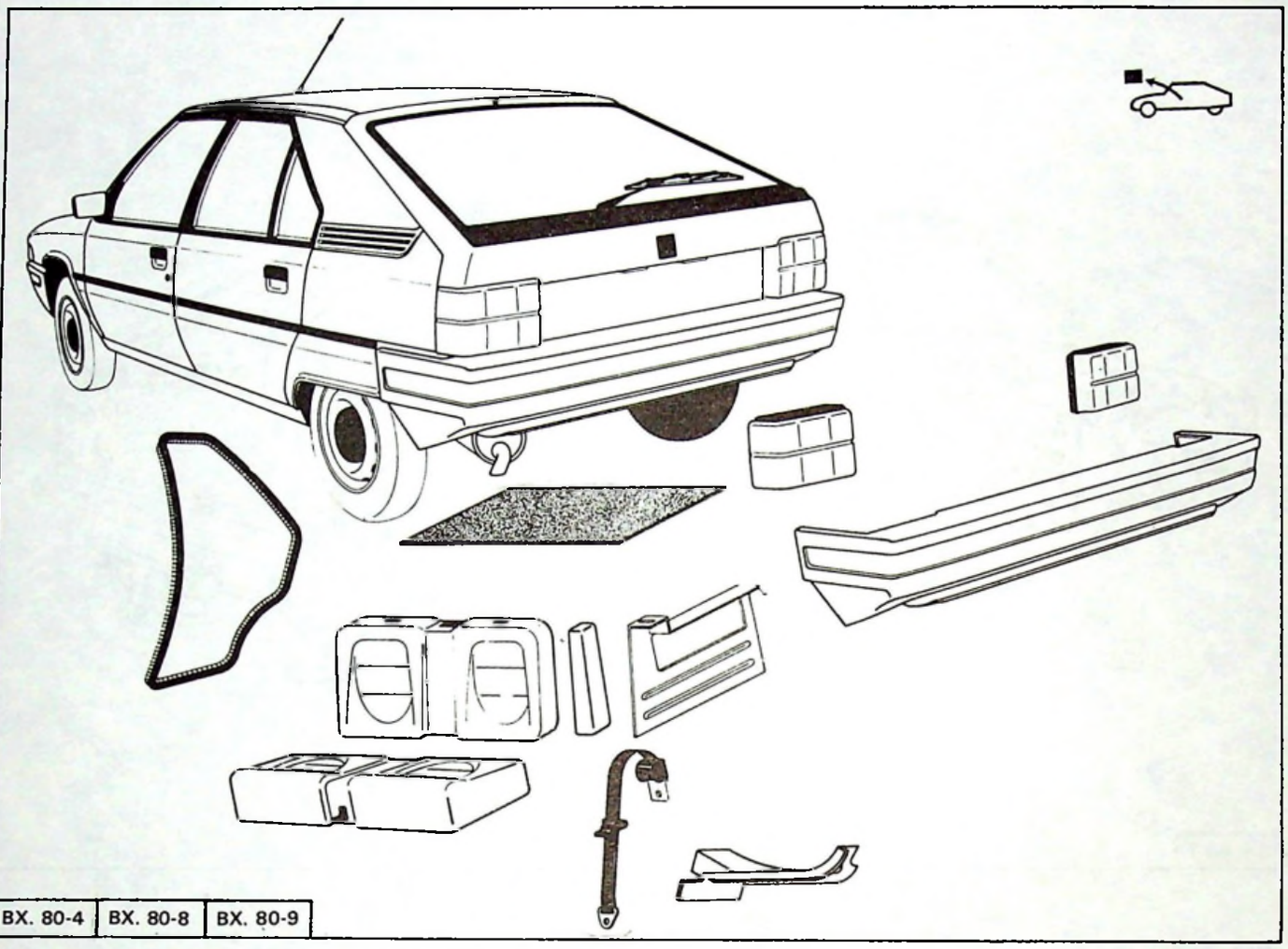
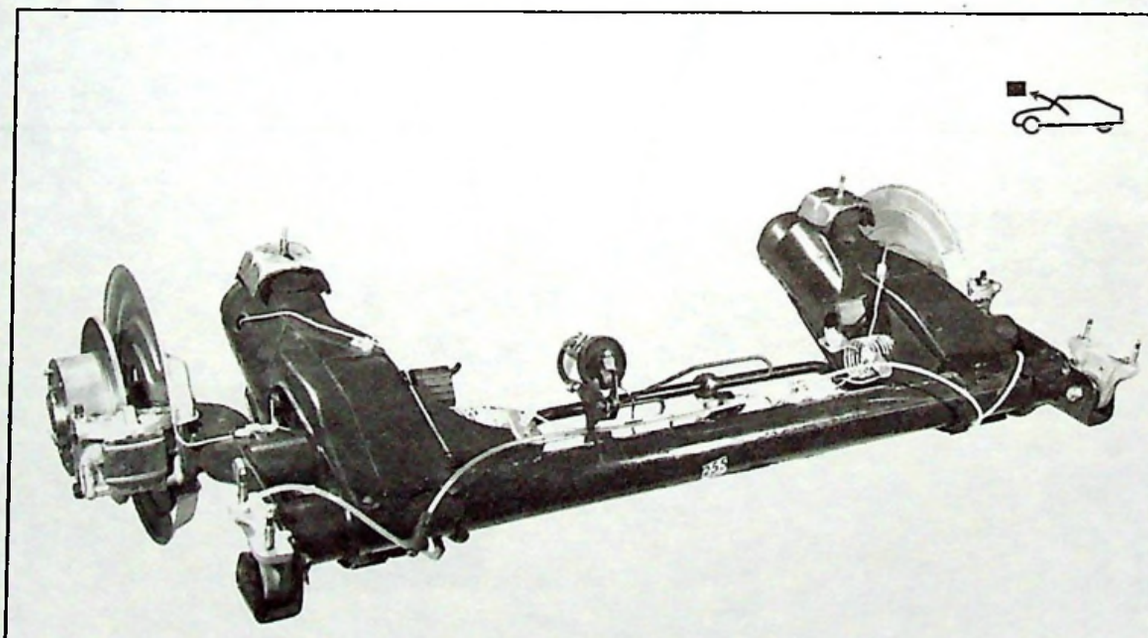


BX. 80-4 | BX. 80-8 | BX. 80-9



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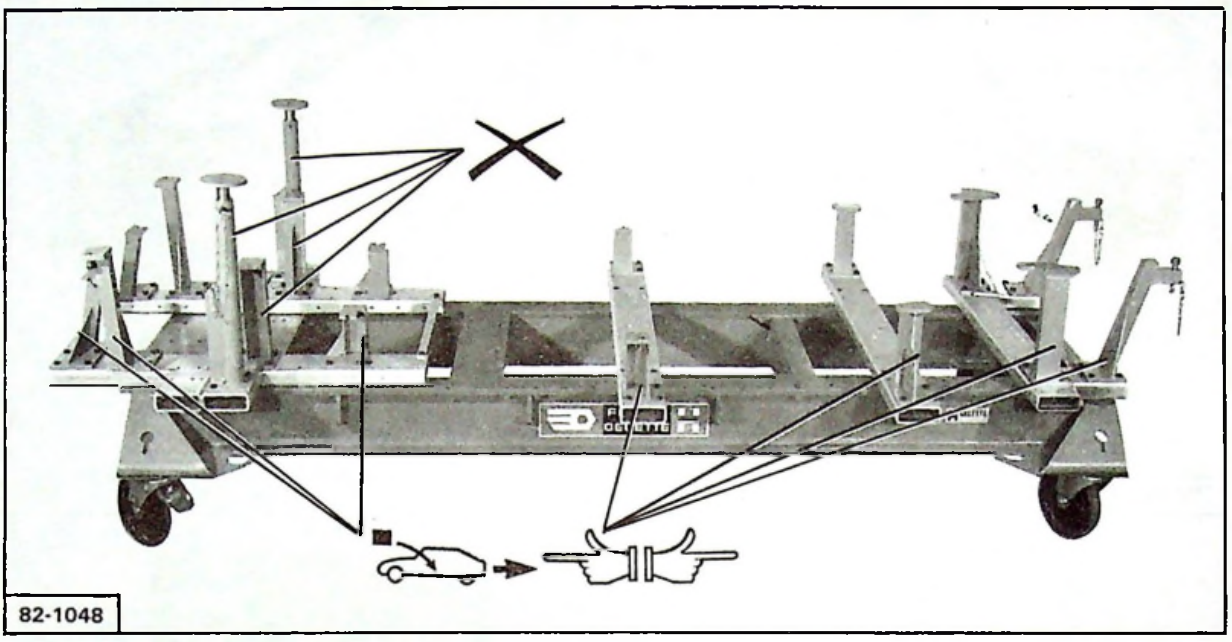
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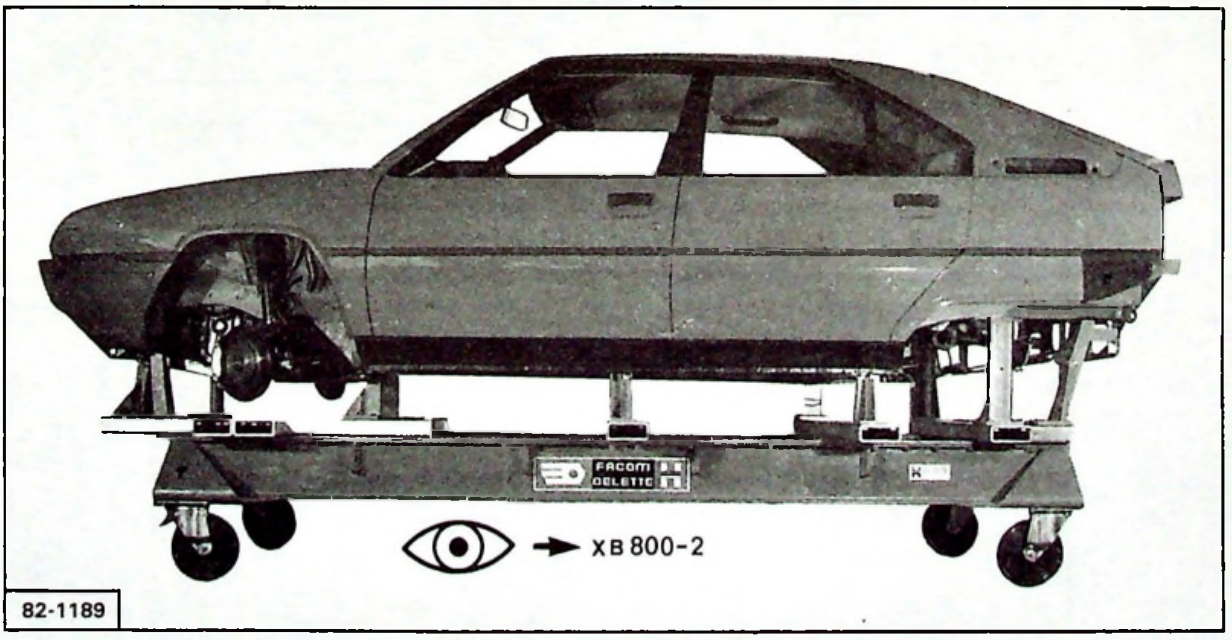
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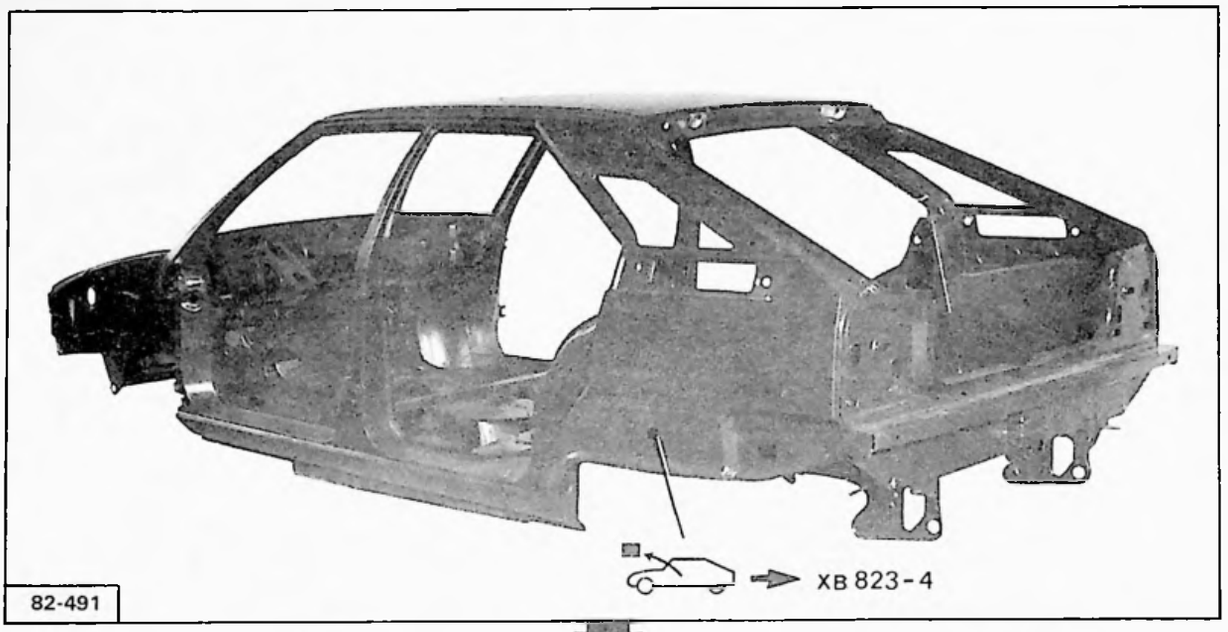
OELETTE
XB 800-2
82-1189


XB 823-4
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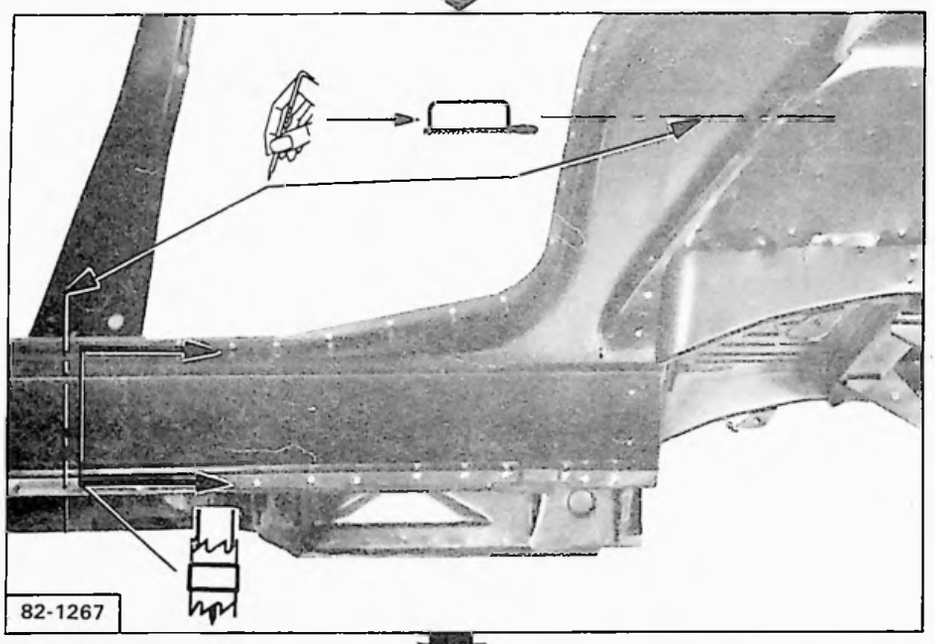
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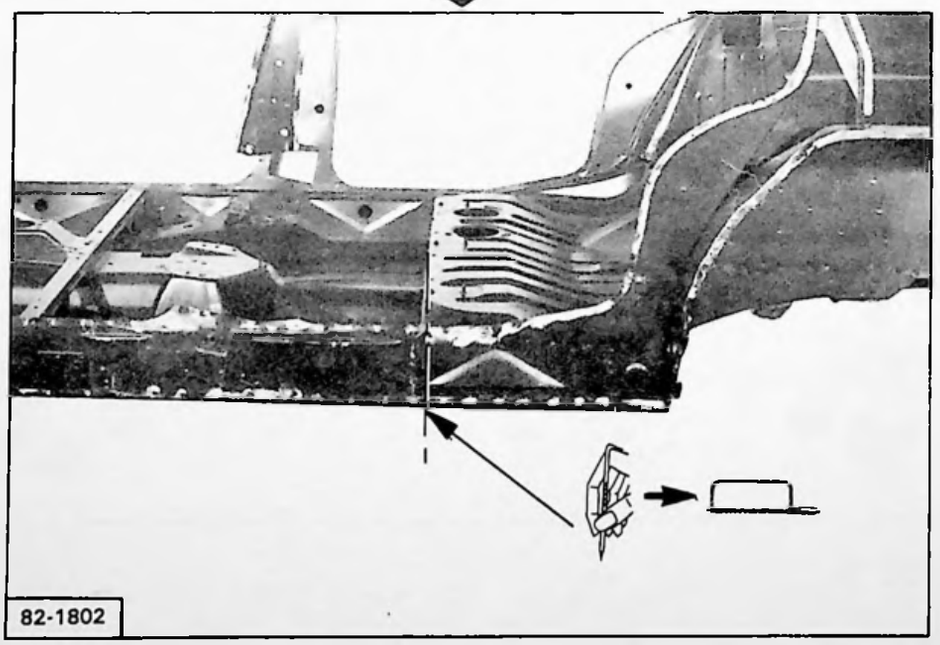
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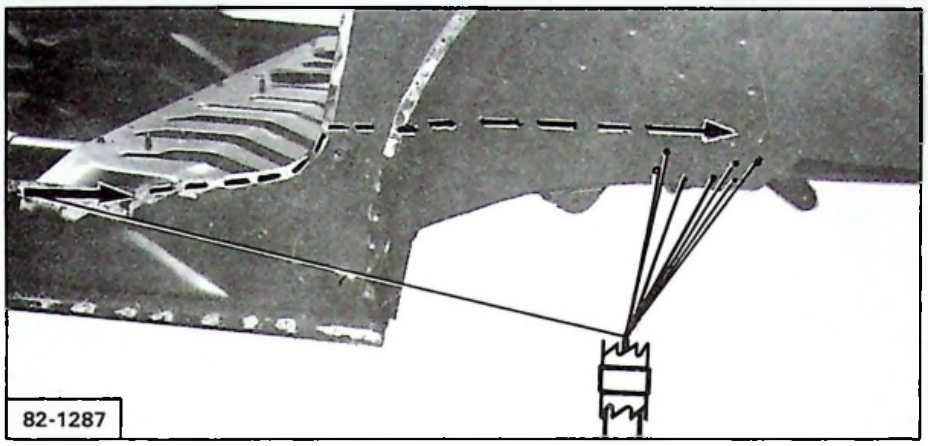
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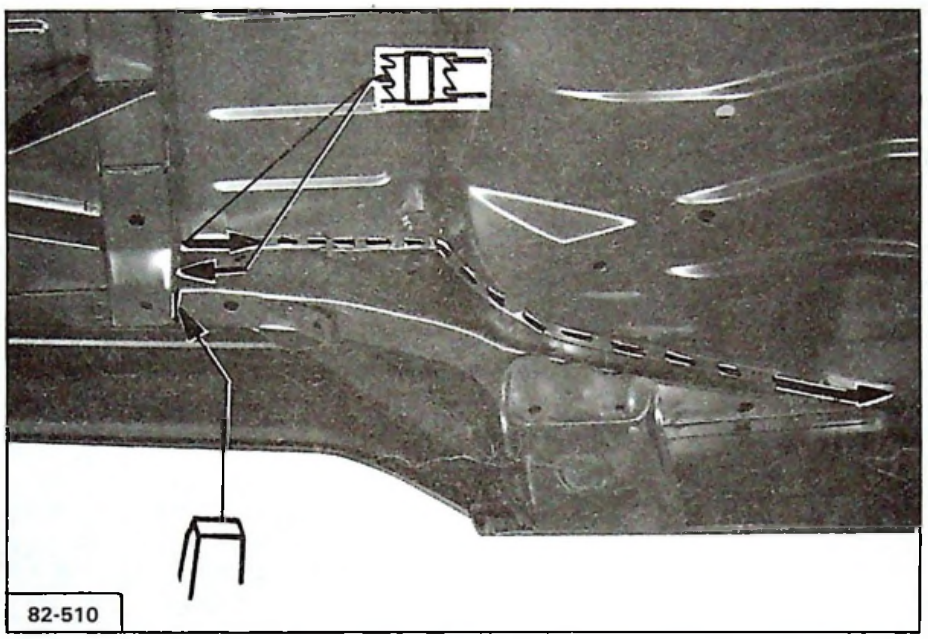
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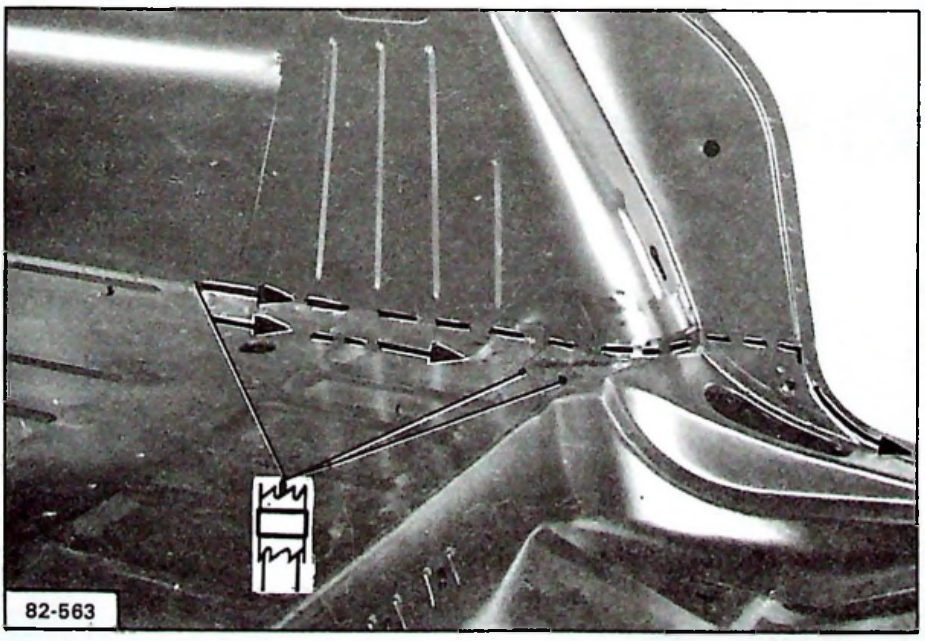
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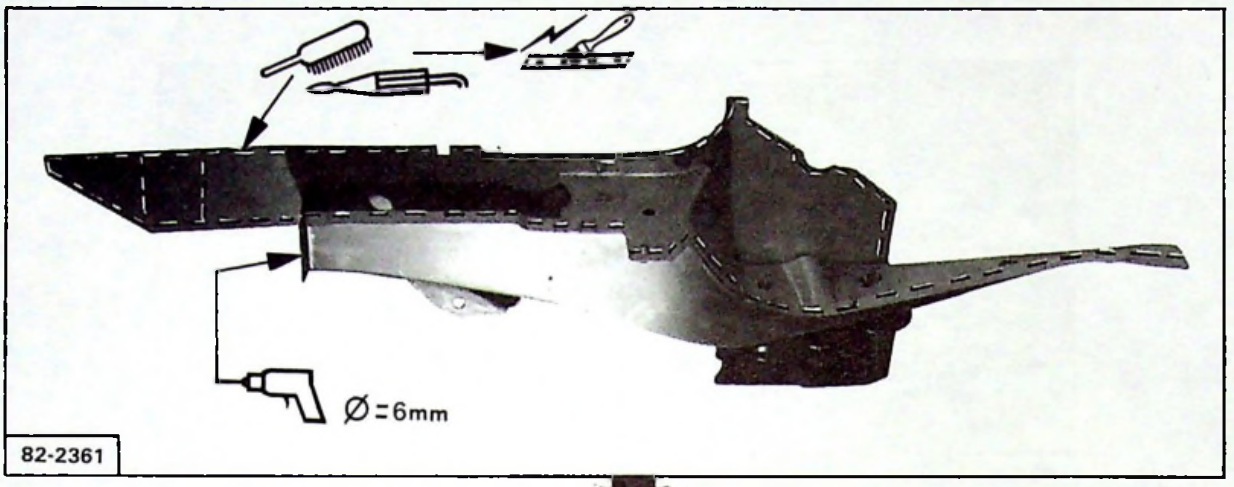
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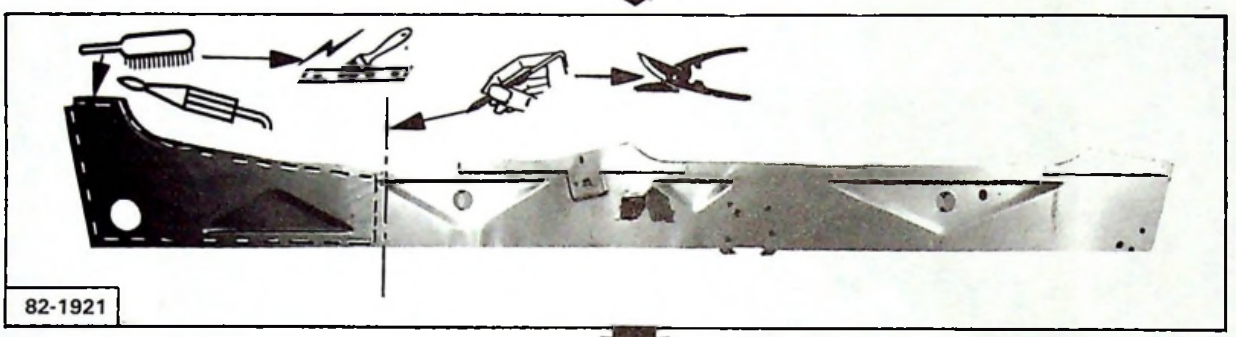
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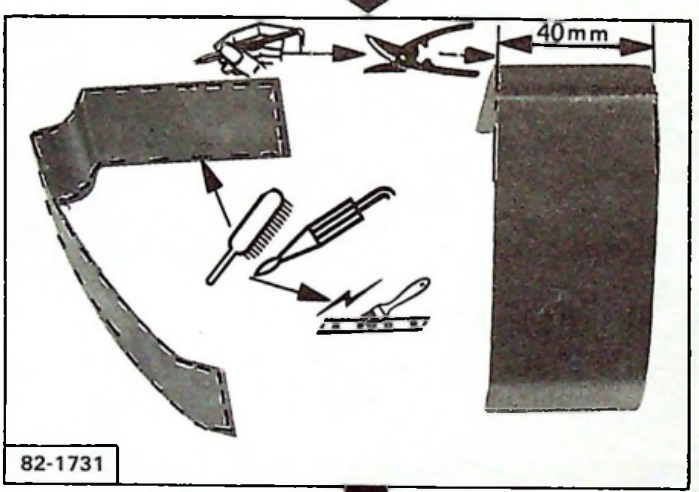
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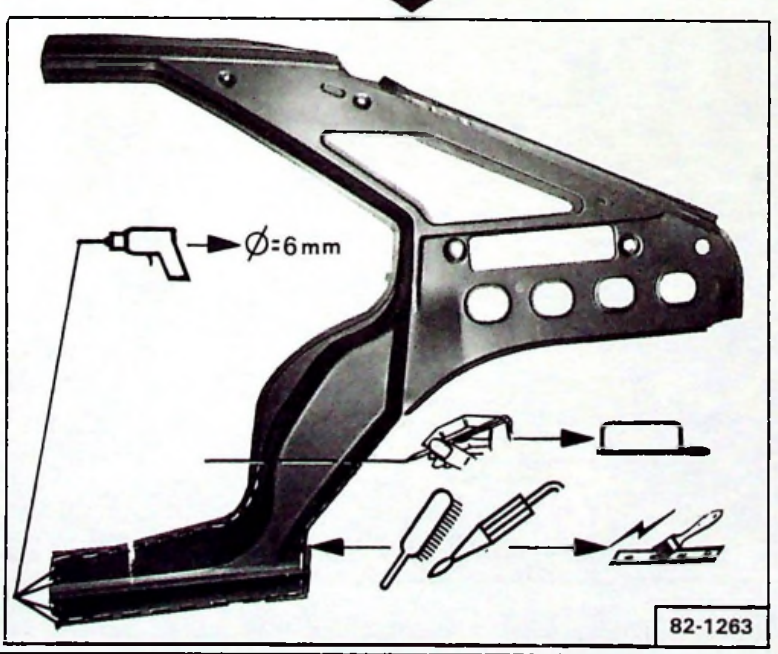
82-1731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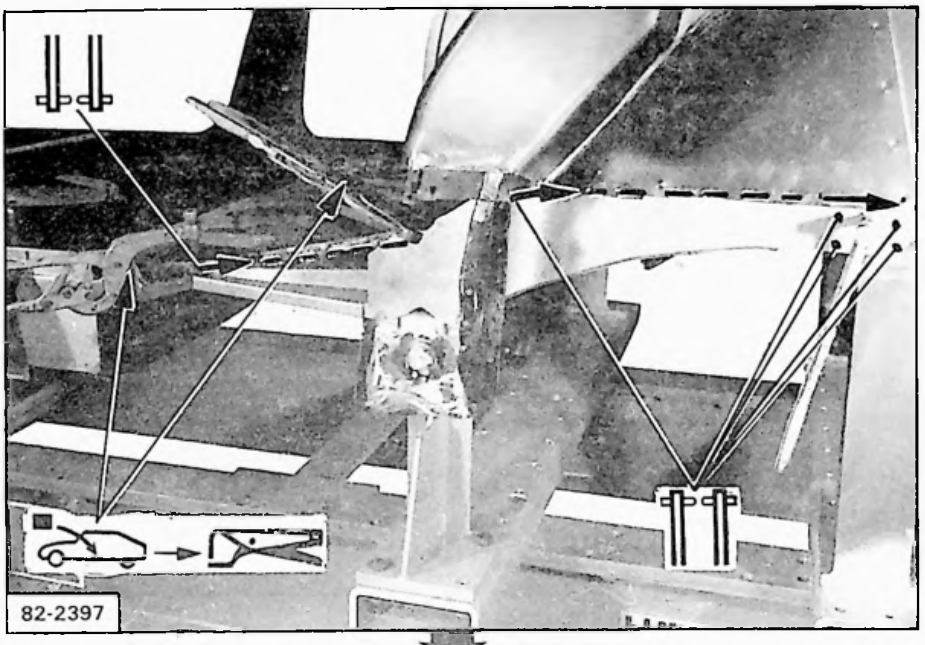
82-1263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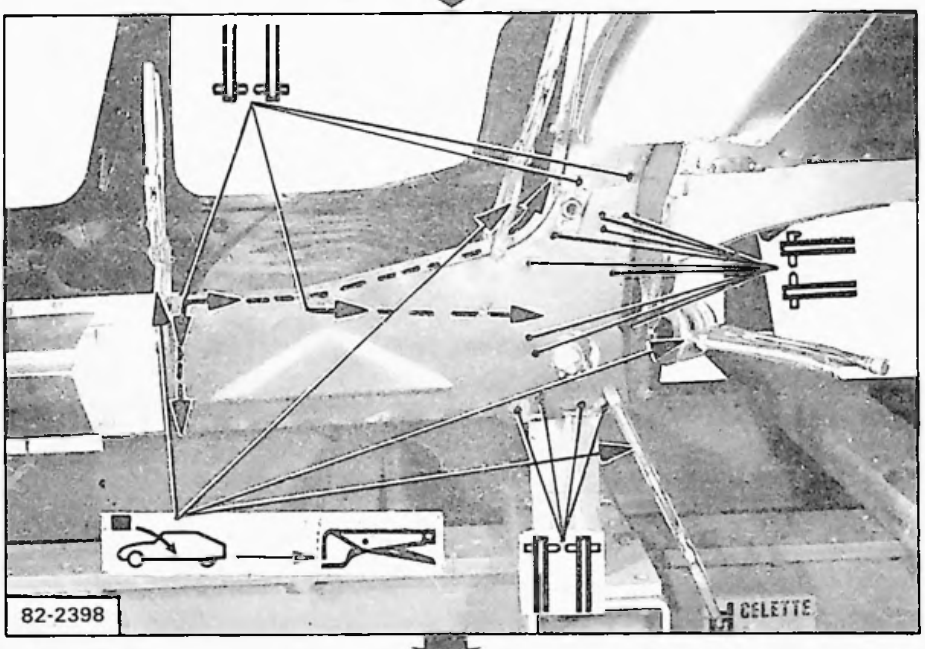
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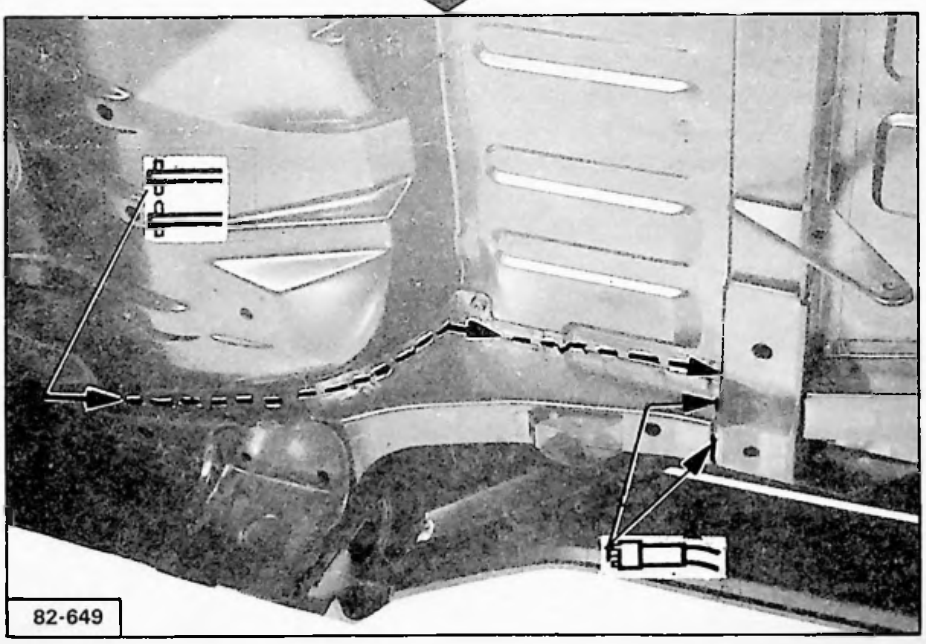
CELETTE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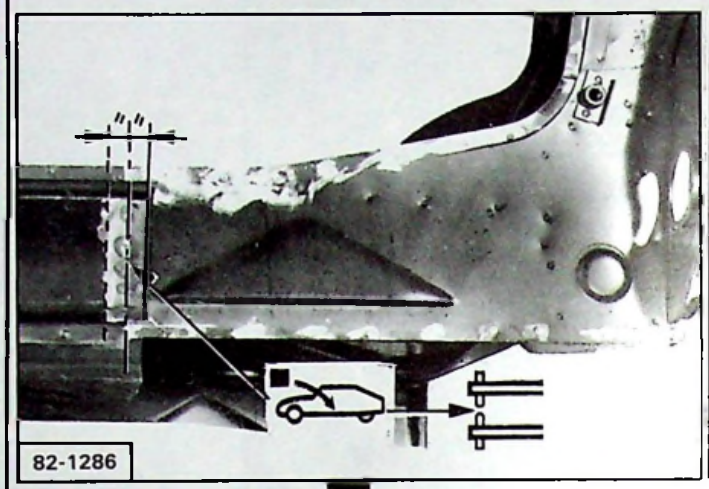
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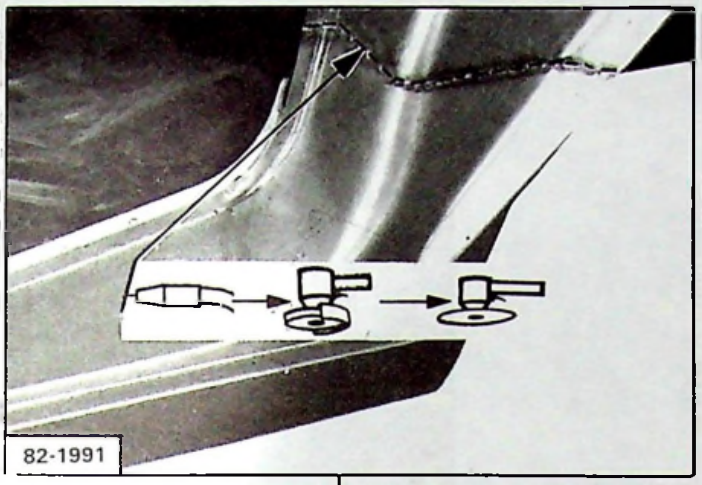
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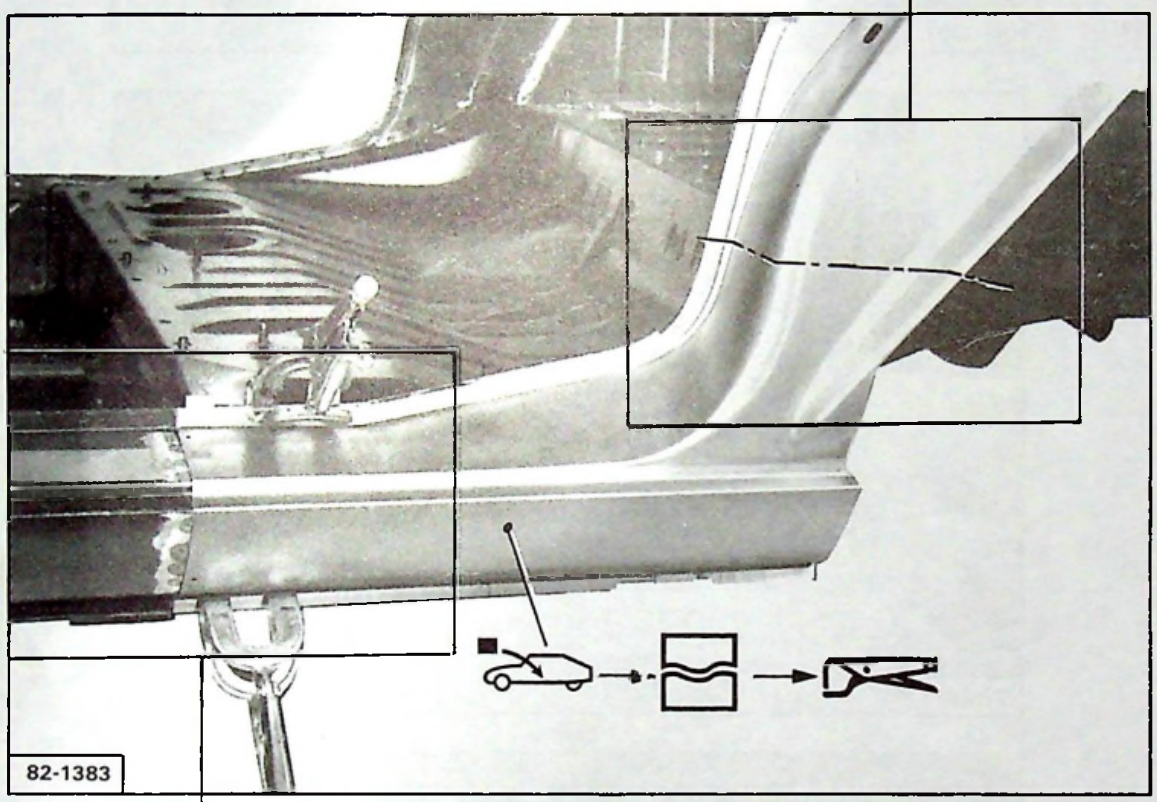
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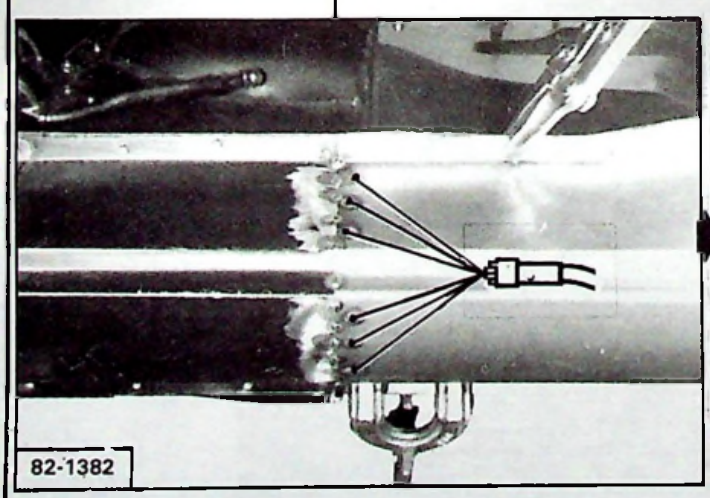
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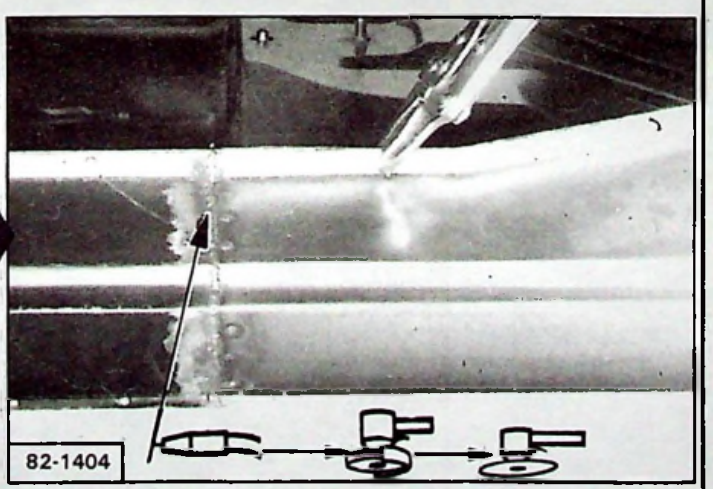
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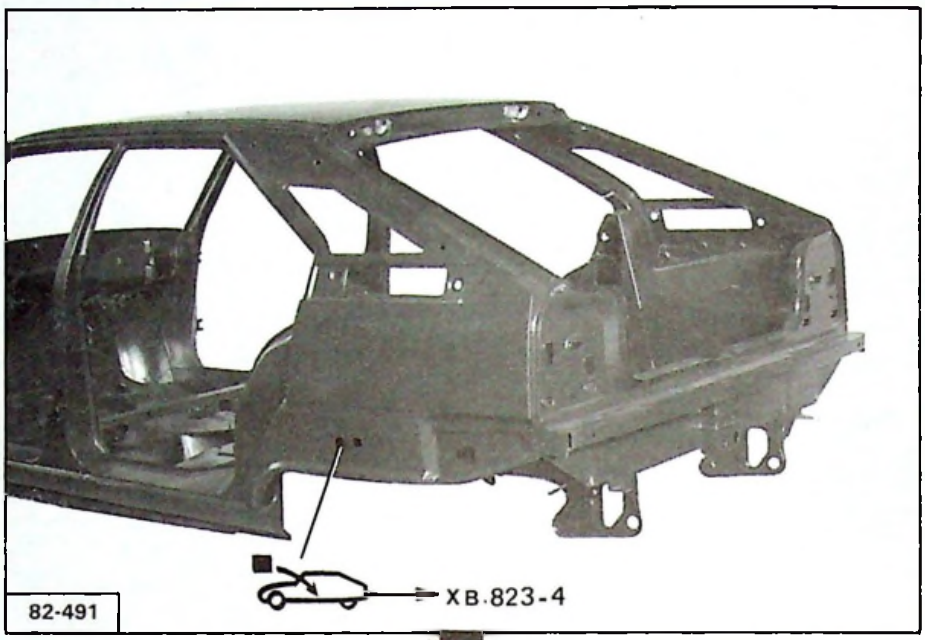
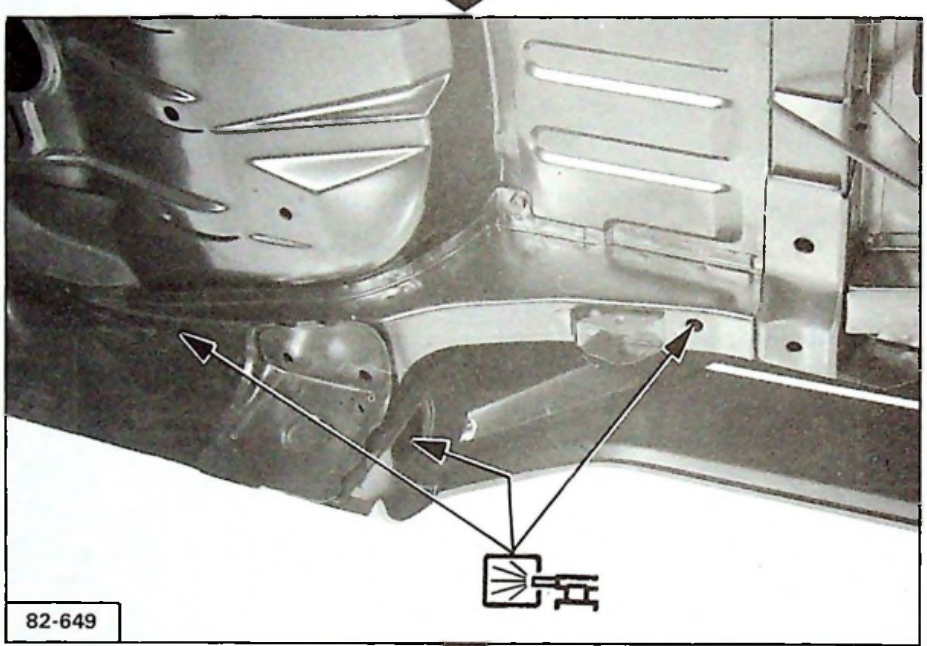

XB.823-4
82-491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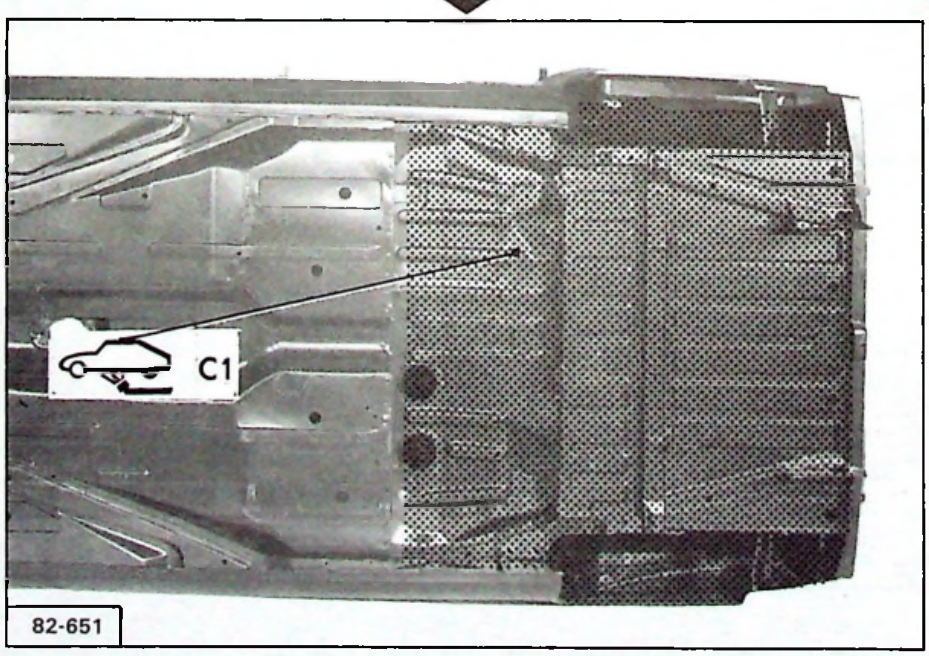
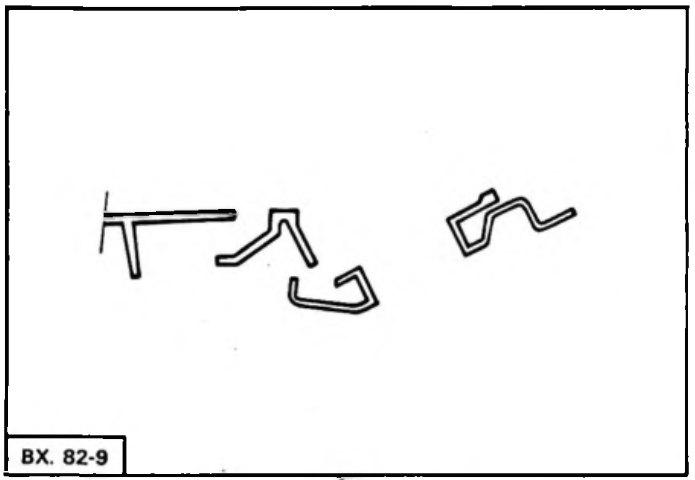
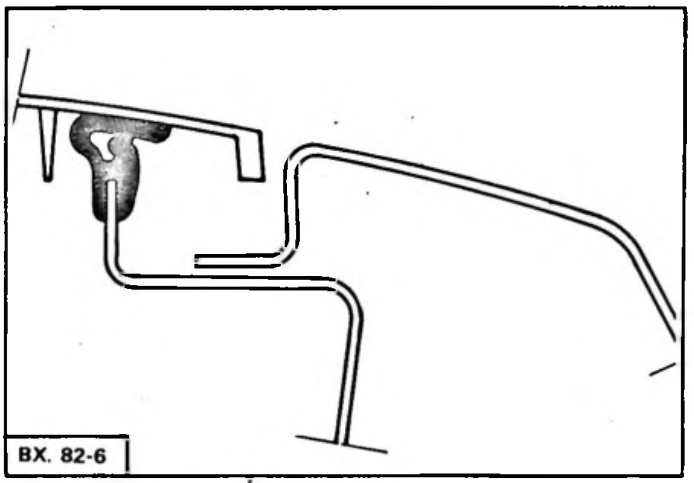

C1
82-651

Numéro de l'opération	DÉSIGNATION
XB. 840-0	Jeux des éléments amovibles
XB. 840-1	Éléments en matériaux composites
XB. 840-2	Réparation des matériaux composite renforcés de fibre de verre
	I. Généralités II. Restructuration d'une surface « cassée ou effritée » III. Réparation d'une cassure ou d'une fissure IV. Réparation d'une nervure cassée ou fendue V. Remplacement et pose des inserts métalliques
	PORTES LATÉRALES
XB. 841-0	Réglage des portes avant
XB. 841-1	Déshabillage et habillage partiel d'une porte avant
XB. 841-1 a	Déshabillage et habillage partiel d'une porte avant
XB. 841-2	Dépose et pose d'une porte avant
XB. 841-3	Dépose et pose d'une serrure de porte avant
XB. 841-4	Dépose et pose d'une glace de porte avant
XB. 841-5	Remplacement d'un panneau extérieur de porte avant
XB. 841-6	Remplacement d'une glace de rétroviseur extérieur
XB. 842-0	Réglage des portes arrière
XB. 842-1	Déshabillage et habillage partiel d'une porte arrière
XB. 842-2	Dépose et pose d'une porte arrière
XB. 842-3	Dépose et pose d'une serrure de porte arrière
XB. 842-4	Dépose et pose d'une glace de porte arrière
XB. 842-5	Dépose et pose d'une glace arrière de porte arrière
XB. 843-1	Pose des portes latérales sur une coque neuve
	VOLET ARRIÈRE
XB. 844-1	Dépose et pose d'un volet arrière
XB.B. 844-1	Dépose et pose d'un volet arrière
XB. 844-2	Remplacement d'une glace de volet arrière (enjoliveur en polyamide)
XB. 844-3	Remplacement d'une glace de volet arrière (enjoliveur en caoutchouc)
XB.B. 844.3	Remplacement d'une glace de volet arrière
XB. 844-4	Dépose et pose d'un becquet arrière
XB. 844-6	Dépose et pose d'un becquet arrière
	HABILLAGE AVANT
XB. 851-1	Remplacement d'une aile avant
XB. 852-2	Ouverture du capot lorsque la commande ne fonctionne plus
XB. 853-1	Remplacement d'un pare-chocs avant
XB. 853-1 a	Remplacement d'un pare-chocs avant
	HABILLAGE ARRIÈRE
XB. 853-2	Remplacement d'un pare-chocs arrière
XB. 853-3	Remplacement d'une applique de custode
XB.B. 853-3	Remplacement d'une glace de custode
XB. 853-4	Dépose et pose d'un sabot d'aile arrière
	HABILLAGE LATÉRAL
XB. 854-1	Dépose et pose des enjoliveurs latéraux (Sport et 16 soupapes)
	PLANCHE DE BORD
XB. 856-1	Dépose et pose d'une planche de bord
XB. 856-1 a	Dépose et pose d'une planche de bord
	PARE-BRISE
XB. 961-1	Remplacement d'une glace de pare-brise (enjoliveur en polyamide)
XB. 961-2	Remplacement d'une glace de pare-brise (enjoliveur en caoutchouc)

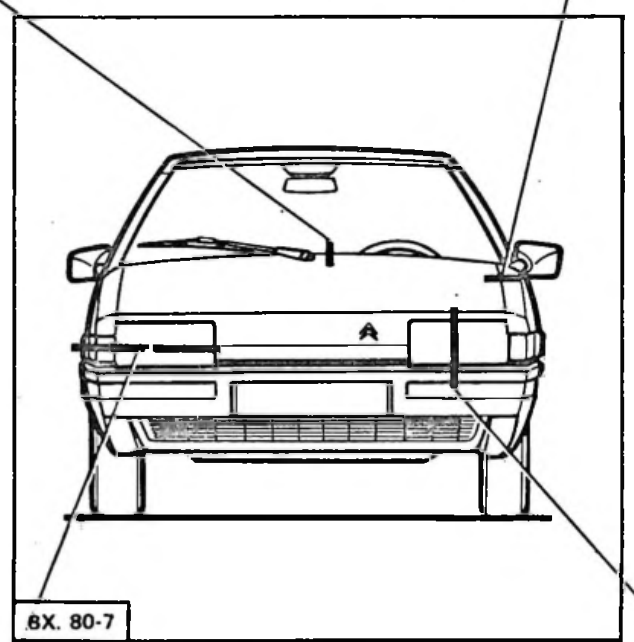
Numéro de l'opération	DÉSIGNATION
	TOIT OUVRANT
XB. 971-0	Réglages du toit ouvrant
XB. 971-1	Dépose-pose du volet amovible
XB. 971-2	Dépose-pose des câbles de commande
XB. 971-3	Dépose-pose ensemble complet de toit ouvrant
	PAVILLON
XB. 988-1	Remplacement d'une garniture de pavillon
XB. 988-2	Remplacement d'une bordure extérieure de pavillon
XB.B. 988-2	Remplacement d'une bordure extérieure de pavillon
	OUTILLAGE
	Plans d'exécution des outils MR figurant au chapitre
MR. 630-84/23 a	Outil pour dépose des agrafes plastique
MR. 630-84/41	Crochet pour ouverture du capot
MR. 630-84/43	Outil pour nettoyage de l'adhésif sur feuillures et glaces



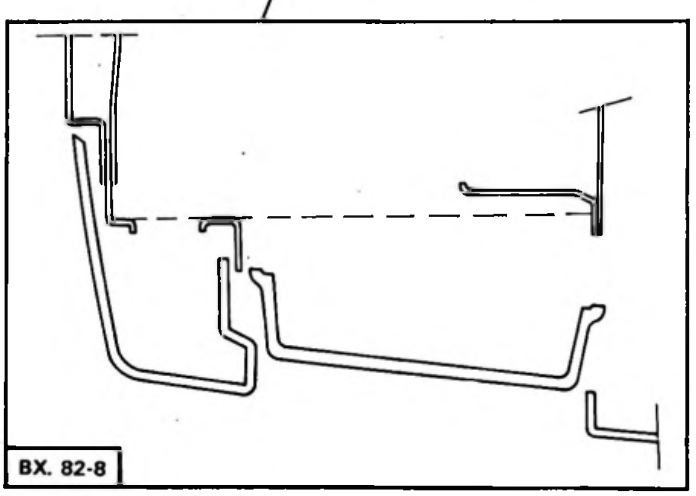
BX. 82-9



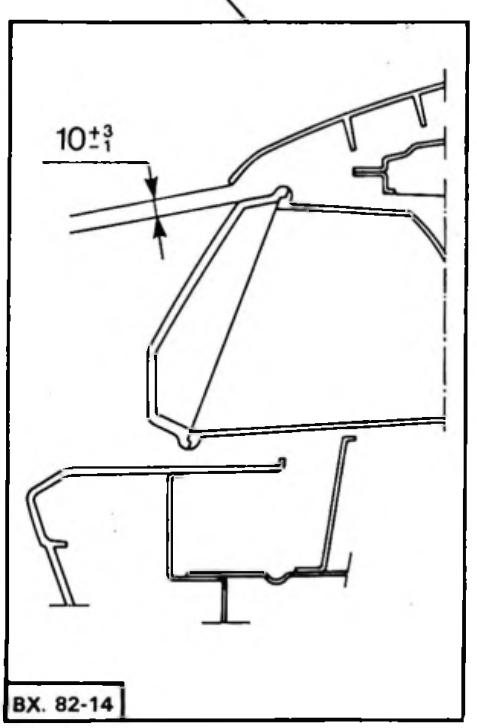
BX. 82-6



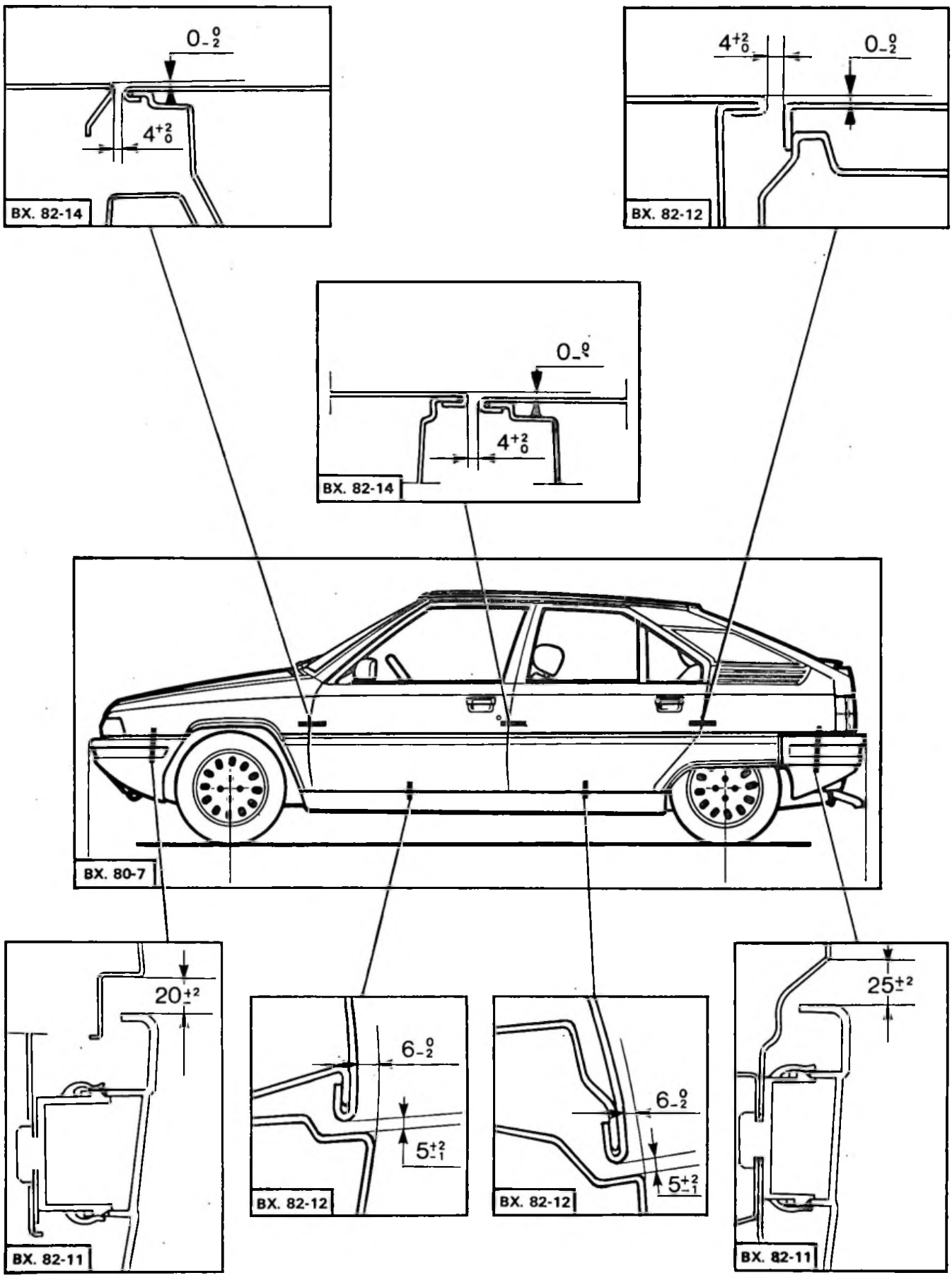
BX. 80-7



BX. 82-8



BX. 82-14


0 -2
4 +2 0
BX. 82-14
4 +2 0
0 -2
BX. 82-12
0 -2
4 +2 0
BX. 82-14
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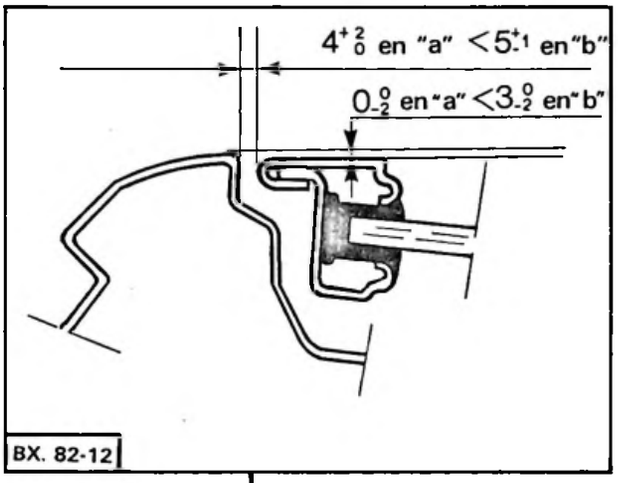
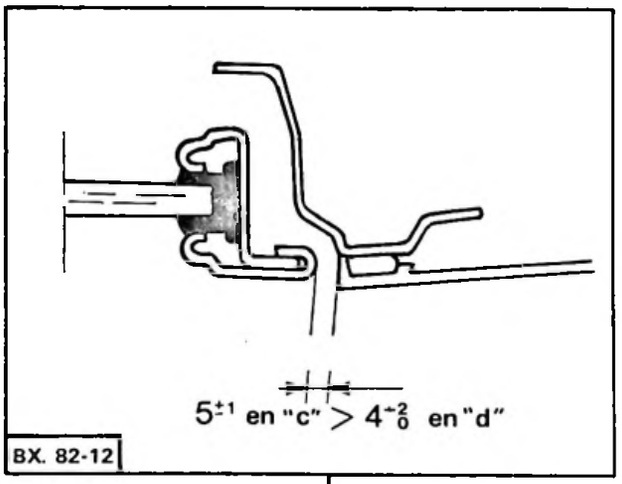
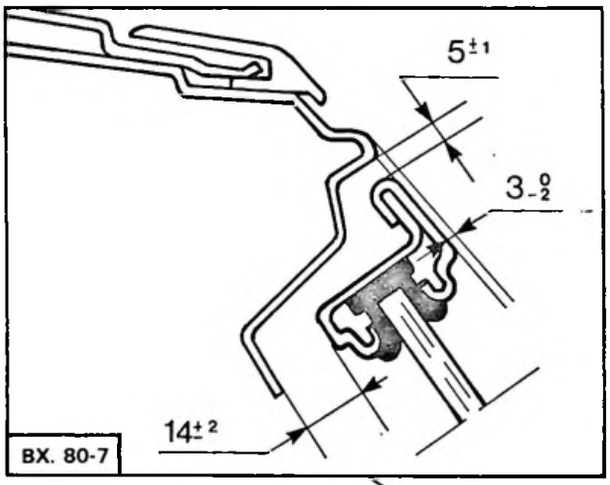
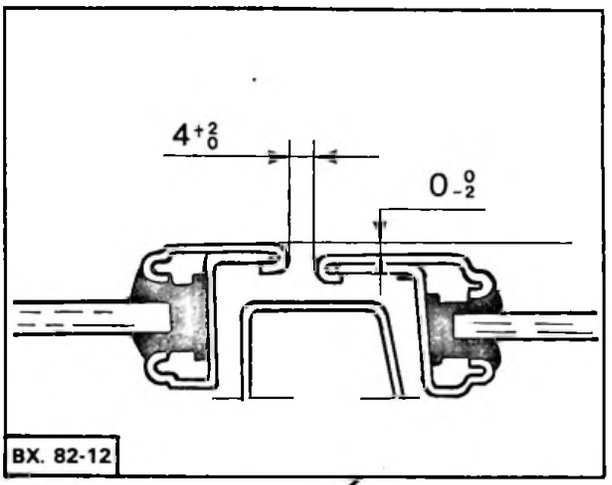
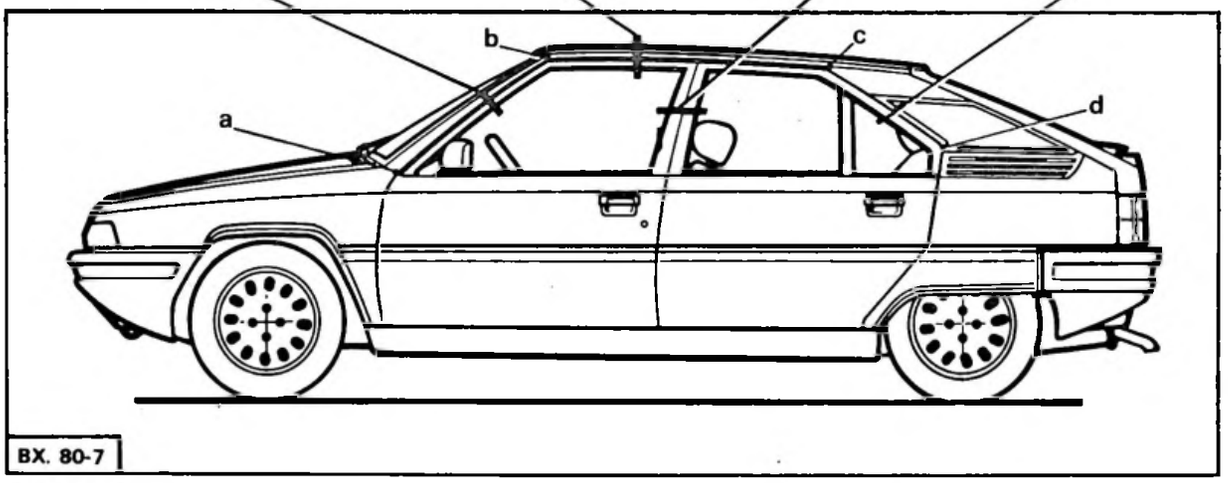
20 ±2
BX. 82-11
6 -2
5 +2 -1
BX. 82-12
6 -2
5 +2 -1
BX. 82-12
25 ±2
BX. 82-11

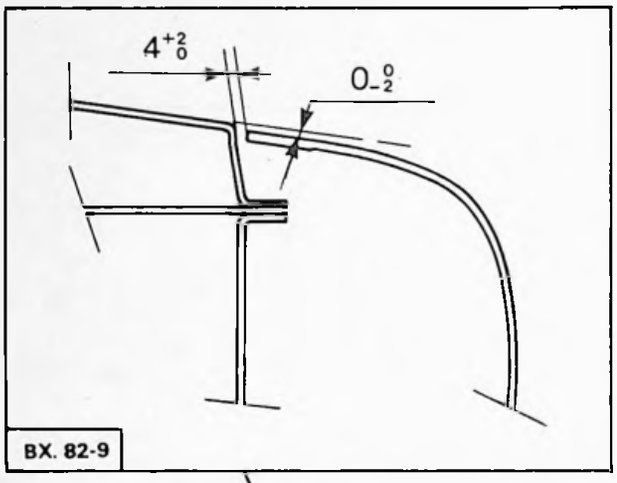

4^{+2}_{0} en "a" $< 5^{+1}$ en "b"
0^{0}_{-2} en "a" $< 3^{0}_{-2}$ en "b"
BX. 82-12


$5^{\pm 1}$ en "c" $> 4^{+2}_{0}$ en "d"
BX. 82-12

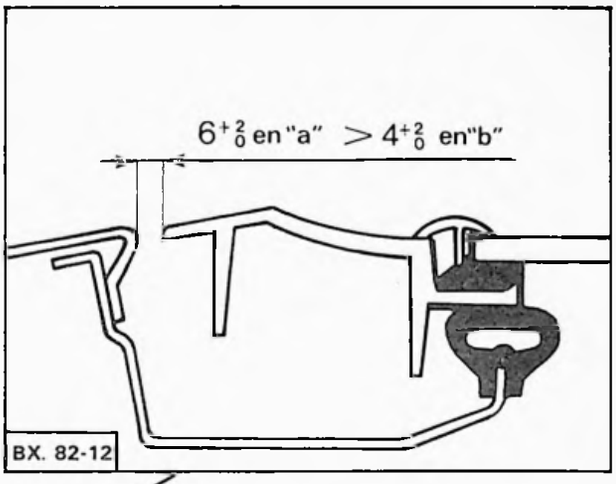

$5^{\pm 1}$
3^{0}_{-2}
$14^{\pm 2}$
BX. 80-7


4^{+2}_{0}
0^{0}_{-2}
BX. 82-12

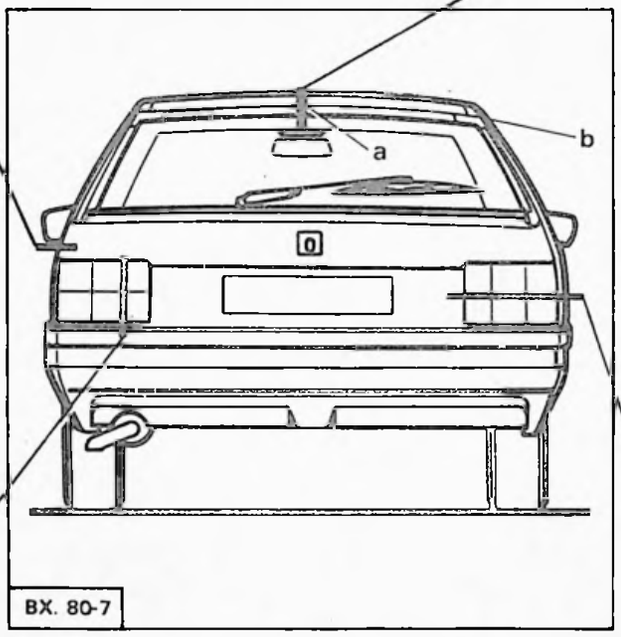

a
b
c
d
BX. 80-7



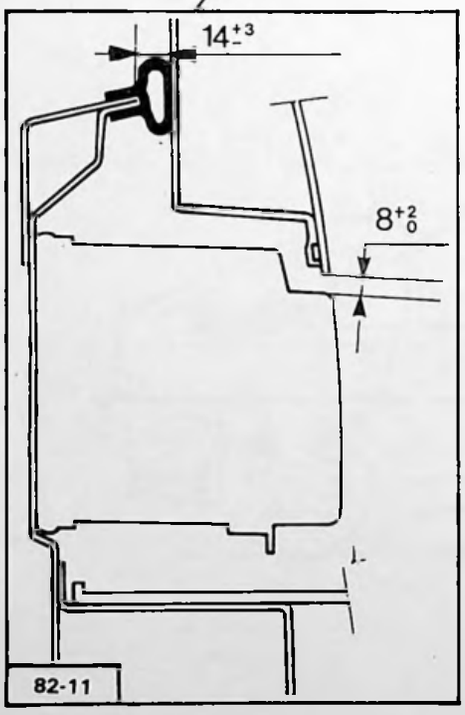
BX. 82-9



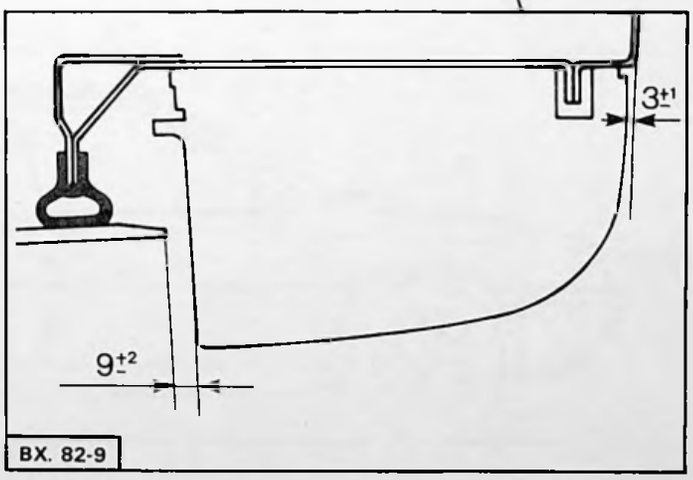
BX. 82-12



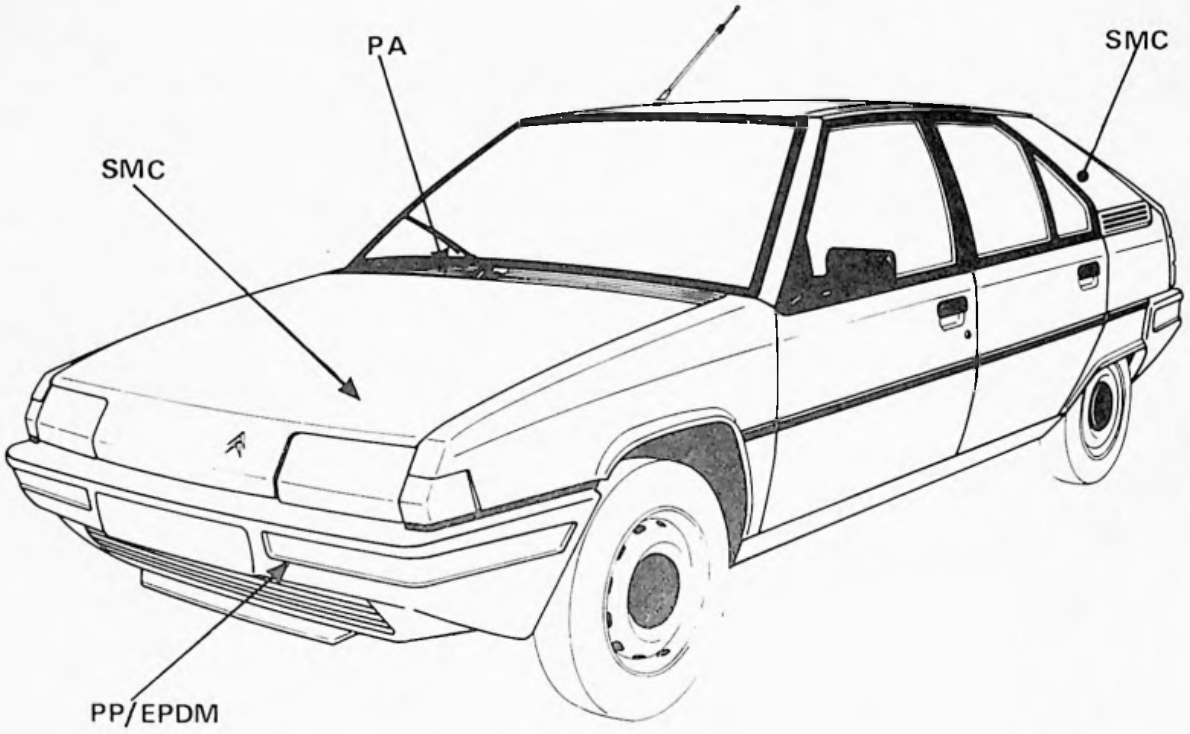
BX. 80-7



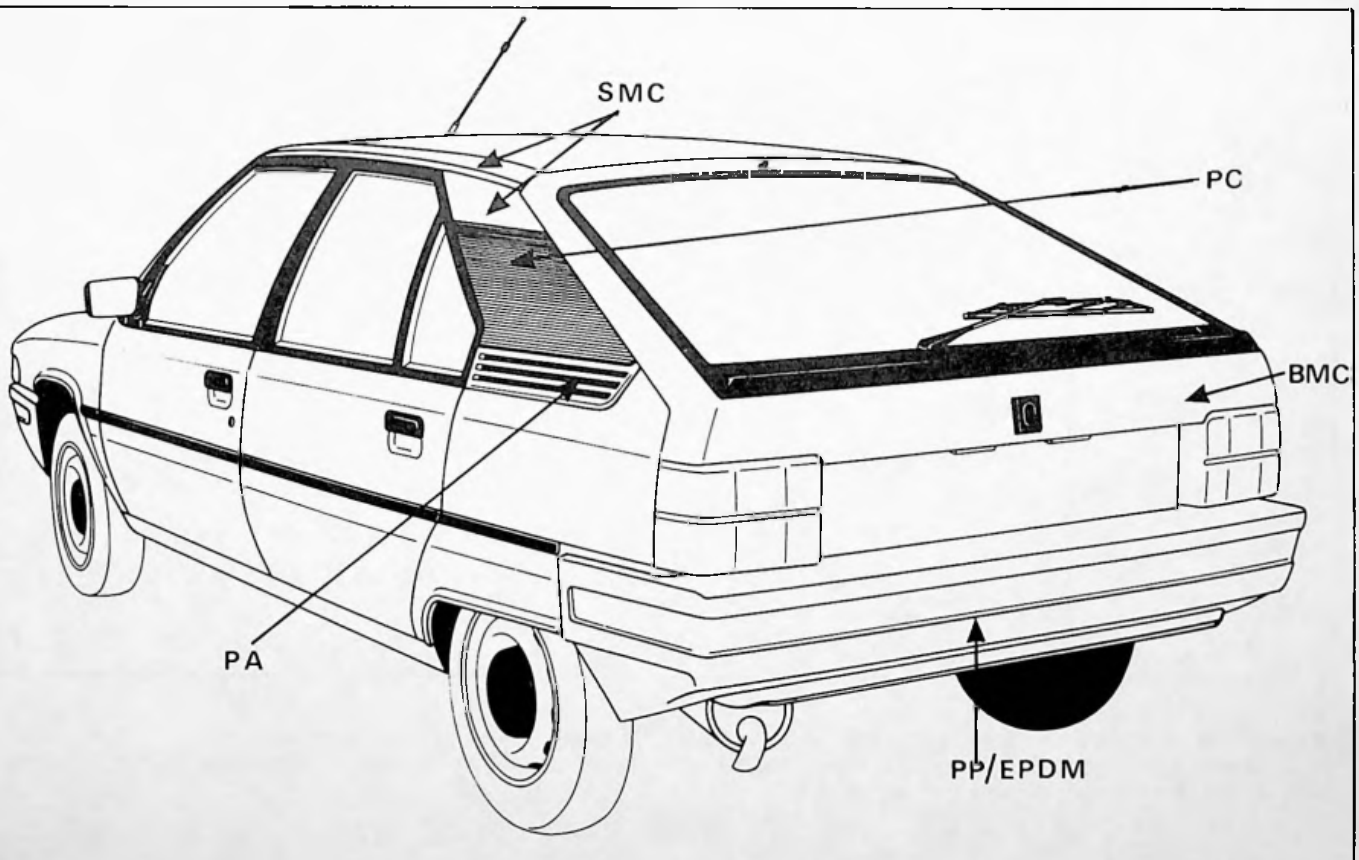
82-11



BX. 82-9



BX. 80-8



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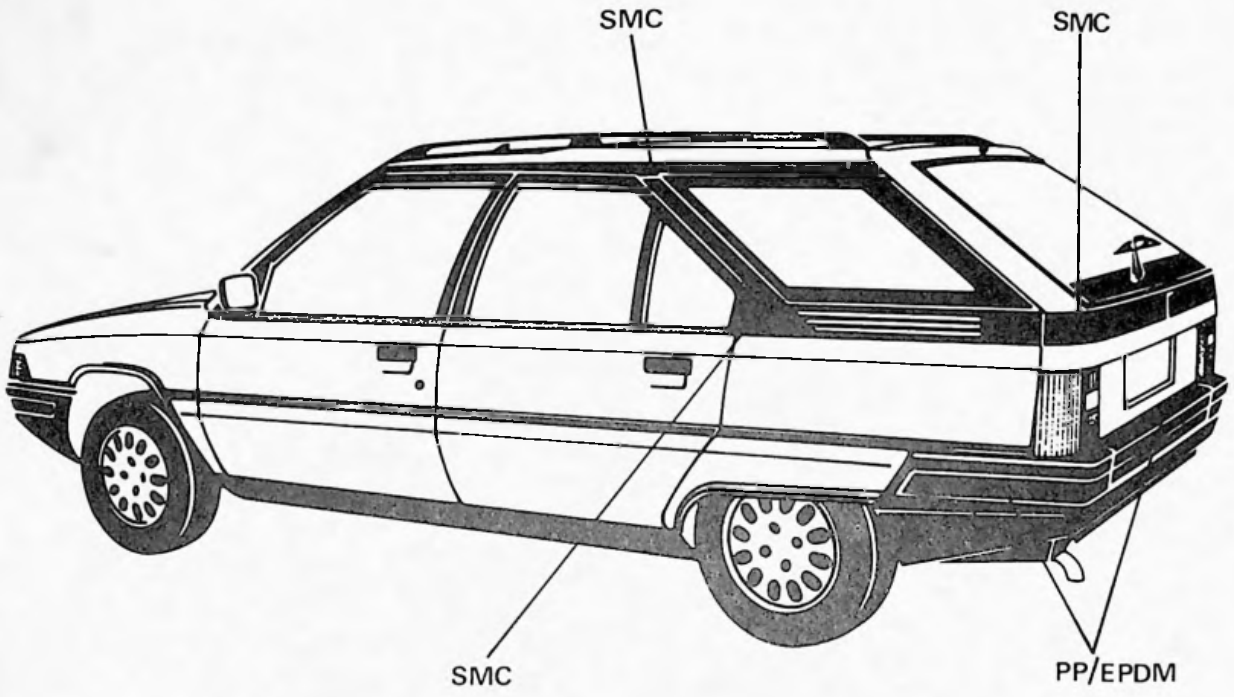

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SYMBOLE	NATURE DU MATÉRIAU	ÉLÉMENTS
PA	Polyamide	Grilles d'aération avant et arrière
PC	Polycarbonate	Custodes centrales
PP/EPDM	Polypropylène	Pare-chocs
SMC	Sheet Molding Compound	Capot - Bordures latérales de pavillon - Custodes BX 14 - Custodes supérieures BX 16
		Enjoliveur de custode (Break)
		Volet arrière (Break)
BMC	Bulk Molding Compound	Volet arrière

REMARQUE : Ce choix de matériaux a été fait dans le but de diminuer le poids du véhicule.
Pour certains éléments (capot, hayon), où il est indispensable d'avoir des caractéristiques mécaniques élevées, les matériaux choisis sont renforcés de fibre de verre.

RÉPARATION DES MATÉRIAUX COMPOSITES RENFORCÉS DE FIBRE DE VERRE

I. GENERALITES.

1. Définition des matériaux.

2. Principe général de réparation.

3. Produits de réparation.

4. Matériel nécessaire.

II. RESTRUCTURATION D'UNE SURFACE "CASÉE" OU "EFFRITÉE".

III. REPARATION D'UNE CASSURE OU D'UNE FISSURE.

IV. REPARATION D'UNE NERVURE CASSÉE OU FENDUE.

V. REMPLACEMENT ET POSE DES INSERTS METALLIQUES.

I. GENERALITES

1. DEFINITION DES MATERIAUX.

Dans les matériaux composites utilisés, nous en trouvons un certain nombre qui sont renforcés de fibre de verre afin de leur donner les caractéristiques de résistance : résiliance et rigidité.
C'est le cas notamment d'éléments importants, tels que le capot et le volet arrière. Ces éléments, bien que l'un soit en SMC (capot) et l'autre en BMC (volet arrière), sont en fait proche l'un de l'autre de part la nature des matériaux de base. Les appellations BMC et SMC, signifiant leur mode de fabrication, sont des abréviations de termes américains.

SMC (Sheet Molding Compound) ⟶ composite moulable en feuille :

Composition :
La feuille de SMC est constituée de quatre familles de produits :
- la résine de base et son catalyseur (polyester en solution dans du styrène),
- les charges (qui ont pour fonction de renforcer la matrice polyester, régler la viscosité et diminuer le coût),
- les renforts (fibre de verre de 25 à 50 mm de longueur),
- les additifs (agents épaississants et agents de démoulage).

Pièces en SMC :
Capot moteur - Bordures de pavillon - Custodes monoblocs de BX, BX 14, BX 16 RS, BX 19 D - Custodes supérieures de BX 16 TRS et 19 TRD.

BMC (Bulk Molding Compound) ⟶ composite moulable en vrac :

La composition de ces matériaux est très proche de celle du SMC décrite précédemment, à la longueur près des fibres de verre, qui est limitée à 25 mm au maximum.

Pièce en BMC : Volet arrière.

Procédé de fabrication :

SMC : *Pressage préimprégé*
La pâte est fabriquée dans un ensemble d'appareils permettant l'introduction des constituants et étalée sur deux films entre lesquels on ajoute la fibre de verre.
L'imprégnation est effectuée entre des rouleaux et tapis de compactage.
La transformation de la feuille se pratique de la façon suivante :
- découpe des flancs à dimension inférieure à la pièce,
- introduction dans le moule,
- compression.

BMC : *Injection*
La pâte, chauffée à 60° C et mélangée dans un appareil du genre pétrin, est injectée à grande vitesse dans le moule par une "vis-piston".
La température du moule est de 150° C et la pression de la matière dans le moule est de 80 à 150 kg/cm^2.

MATIERE DE BASE.

Chaque fournisseur a sa propre formulation qui porte son sigle.
Capot : PPG (matière de couleur gris clair) ou OCF (BASF) (couleur blanc crème)
Volet arrière berline et break : CDF (couleur blanche)

2. PRINCIPE GENERAL DE REPARATION.

Il est possible de procéder à certaines réparations (trous, cassures, félures, rayures) à l'aide de produits adaptés pour ce type de matériaux.
Les produits les plus adaptés pour ces réparations sont les résines polyester chargées de fibre de verre dont la composition est très proche des matériaux de base utilisés en fabrication, c'est-à-dire : résine polyester, fibre de verre, charges minérales auxquelles on adjoint un catalyseur pour obtenir une polymérisation rapide à basse température.

REMARQUE : Il est recommandé de ne jamais utiliser de produits avec catalyseur liquide, car ils ont une nette tendance à provoquer un retrait qui devient apparent quelques semaines après la réparation.

ADHERENCE DES PRODUITS DE REPARATION.

Dans ce type de réparation, l'adhérence du produit rapporté sur le matériau de base est extrêmement importante en particulier dans le cas où il s'agit de restructurer des zones où les efforts sont importants.
Pour obtenir une adhérence correcte, il est indispensable d'effectuer une préparation minutieuse des surfaces, c'est-à-dire :
- abrasion avec un disque à gros grains (40 à 60),
- dépoussiérage avec un chiffon très propre ou du papier genre essuie-tout.

ATTENTION : Ne jamais effectuer de dégraissage des surfaces abrasées avec des solvants gras (diluant peinture, white-spirit .) ou qui laissent des pellicules de poussière en surface (alcool dénaturé) car les effets sont négatifs pour l'adhérence.
En cas de nécessité, utiliser de l'acétone et laisser évaporer.
Dans le cas où la pièce à réparer a subi des projections de corps gras (capot) il est préférable de nettoyer ces projections avant abrasion et chanfreinage et, dans ce cas, le choix du solvant est peu important.

PREPARATION DES SURFACES POUR PEINTURE.

Dans tous les cas, compte-tenu des porosités qui subsistent dans la matière après surfaçage, il est indispensable de recouvrir la zone réparée d'une ou deux couches fines de mastic polyester de finition. La première couche doit être appliquée à la spatule métallique de façon à bien obturer toutes les porosités.
Après surfaçage, appliquer deux couches d'un apprêt à fort pouvoir garnissant et ayant une bonne adhérence sur ce type de matériaux.
Surveiller les porosités pouvant apparaître, et éventuellement charger davantage ces zones pour éliminer ce défaut.

REMARQUE :
Il est conseillé d'utiliser les apprêts suivant :

CORONA	CORONA ou KOBA (application en 3 couches)
STANDOX	2 K FULLPRIMER 63 018 (1 couche + 1 couche croisée)
PERMACOLOR	HIGH SOLID MAFT PLASTIC (1 couche + 1 couche croisée)
RM	PRIMO FILL 2 K (1 voile + 1 couche mouillée)
SIKKENS	AUTOCRYL 3 + 1 FILLER (2 couches)

3. PRODUITS DE REPARATION.

La réparation des matériaux composites nécessite plusieurs produits et, pour répondre aux caractéristiques d'adhérence, résistance et rigidité indispensables, nous retenons ceux qui permettent d'obtenir de bon résultats tant sur volet arrière (matière de base : CDF) que sur capot où nous avons deux matières de base possibles (PPG : couleur gris clair, ou OCF : couleur balnc crème).

Mastic polyester chargé de fibre de verre "V.11" : Fig. I et III

Caractéristiques :

Très bonne adhérence sur la plupart des matériaux composites (CDF et OCF) et sur la tôle. Résistance et rigidité comparables aux matériaux de base utilisés pour la fabrication des capots et volets arrière.

Conditionnements :

Boîtes de 1 kg; 1,6 kg + tube de catalyseur. **Fig. I**

Cartouches 15 kg + catalyseur (utilisable avec distributeur automatique A 20 C) **Fig. III.**

Mastic polyester chargé de fibre de verre "FERRO-GLASS" : Fig. II

Caractéristiques :

Très bonne adhérence sur tous matériaux composites utilisés sur véhicule BX.

Ce produit a été retenu en raison de l'adhérence insuffisante du "V.11" sur les capots en PPG. Il doit servir de couche d'accrochage sur toutes les pièces dont la matière de base est du "PPG" (matière de couleur gris clair) et peut être utilisé sans inconvénients sur les autres matériaux (CDF et OCF), mais compte-tenu de ses caractéristiques mécaniques inférieures au V.11, il ne peut permettre la restructuration d'une surface à lui seul.

Conditionnement : Boîtes de 500 grammes + tube de catalyseur.

Trousse de réparation : Fig. IV

Composition :

- 1 bidon de résine polyester KR.
- 1 tube de catalyseur pour résine (à ajouter à raison de 3% dans la résine).
- 2 m^2 de mat de verre, à 225 gr/m^2 (pour restructuration de surfaces).
- 1 m^2 de mat de verre à 25 gr/m^2 (pour réparation des nervures de capot).
- 1 pinceau pour application de la résine.
- 2 bols pour préparation de la résine.
- 1 spatule.
- 1 litre d'acétone (pour nettoyage des instruments).

Cire de démoulage : Flacon métallique de 250 cc

Utilisation :

Dans le cas de réparation nécessitant une résistance importante (ex. : bordure avant de capot, angle inférieur de volet arrière, montants de lunette arrière) il est indispensable de rigidifier la zone réparée à l'aide de mat de verre et de résine liquide KR.

Recommandation :

Avant application de la résine liquide KR, il faut impérativement mettre une couche de mastic polyester chargé de fibre de verre (V.11 ou Ferro-glass suivant nature du matériau de base) afin d'obtenir l'adhérence nécessaire.

La résine liquide peut être appliquée 10 minutes après le mastic polyester, sans ponçage préalable, mais en raison des inégalités de surface, il est préférable de faire un léger surfaçage avec un disque à gros grains.

Après séchage de la résine (30 minutes à 20° C) appliquer une couche finale de mastic V.11.

Laisser sécher et surfacer.

Mastic polyester de finition : Fig. V

Après toutes réparations à l'aide des produits ci-dessus, il est indispensable d'appliquer un mastic polyester de finition en raison des porosités pouvant subsister dans la matière.

REMARQUES :

Les mastics polyester chargés de fibre de verre s'appliquent à la spatule métallique sur des surfaces décapées, abrasées avec disques ou papier à gros grains et soigneusement dépoussiérées.

La quantité de catalyseur à mélanger intimement aux produits polyester cités ci-dessus, est de 3% et éventuellement jusqu'à 5% par basses températures.

Ne pas dépasser la dose prescrite de catalyseur, car il aurait un effet néfaste sur la qualité de la matière rapportée.

Fournisseur :

SOLOPLAST - VOSSECHIMIE, rue du Pré Didier - ZI Le Fontanil-Cornillon 38120 SAINT-EGREVE
Tél. (76) 75-42-38/75-49-36
Attaché Commercial Région Parisienne : Mr. CARABEUX - 18, rue Edouard Niouport - 92150 SURESNES
Tél. (1) 728-47-55

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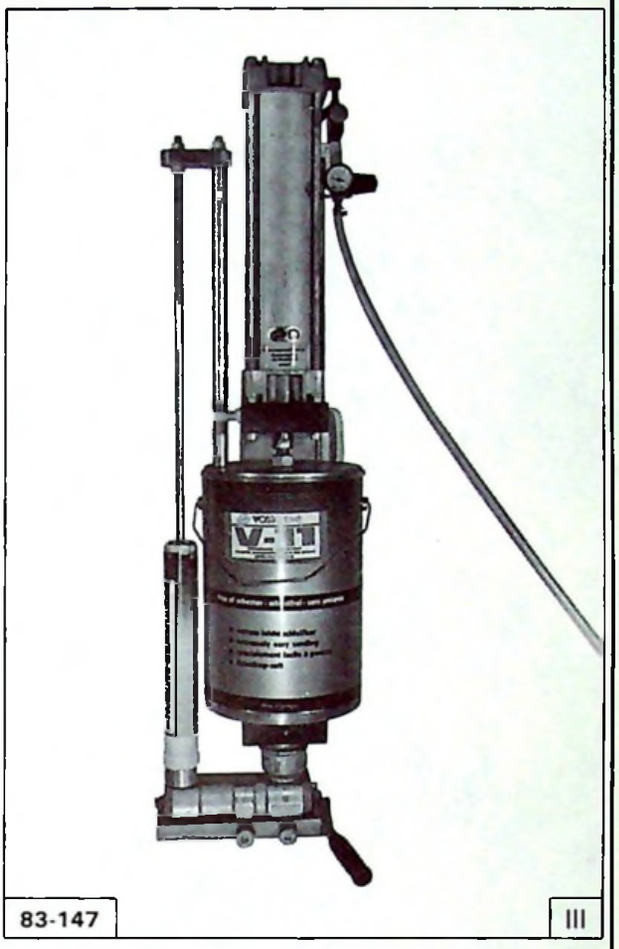

83-147 III

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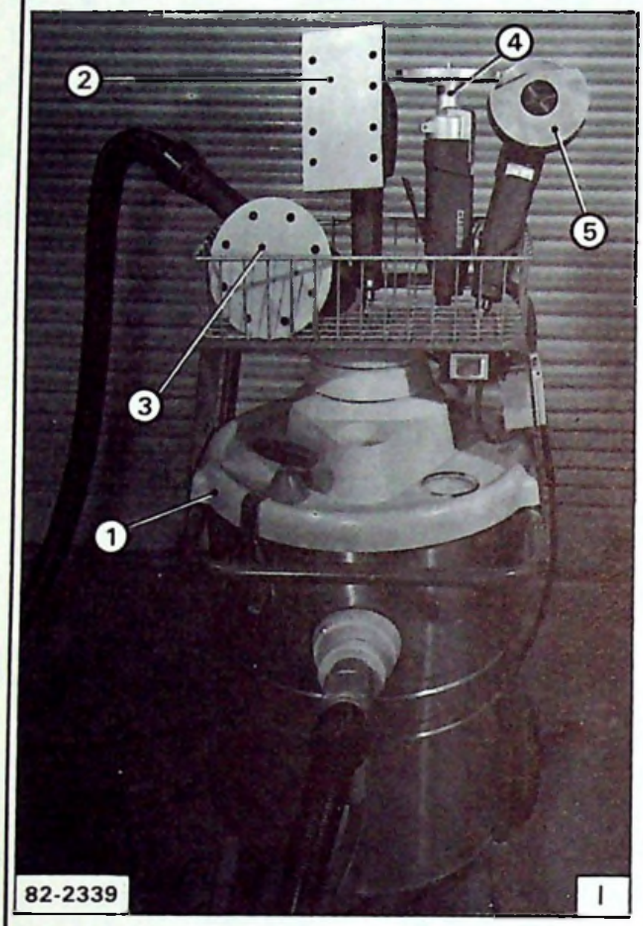

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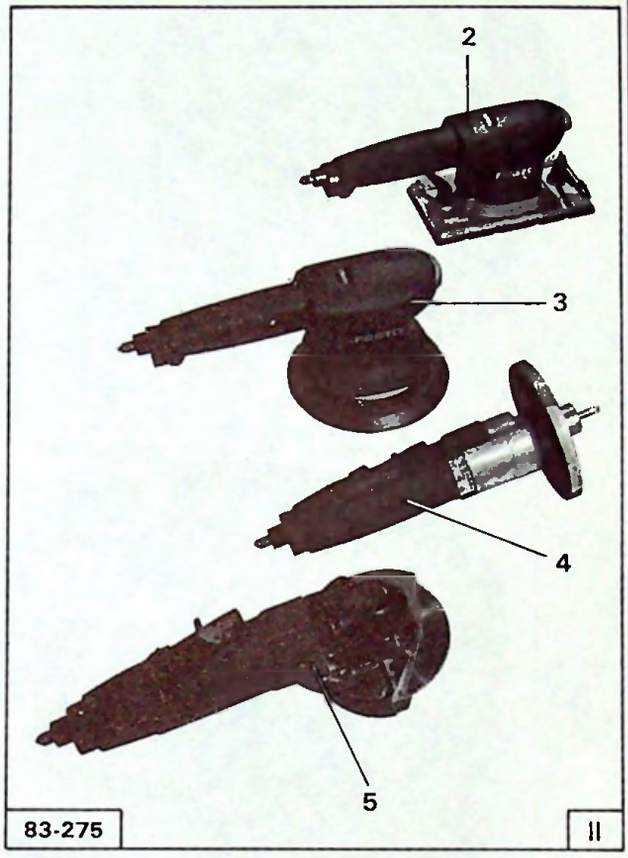

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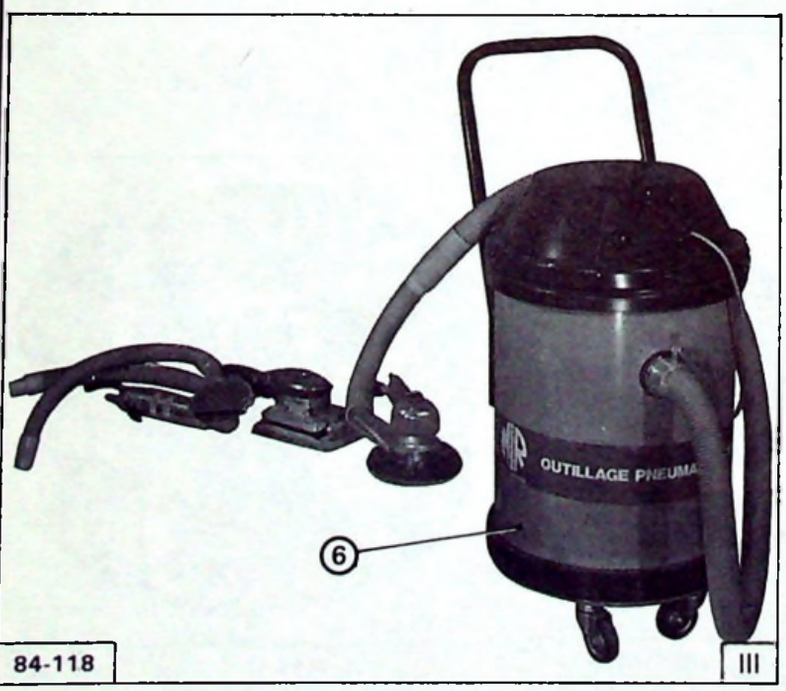

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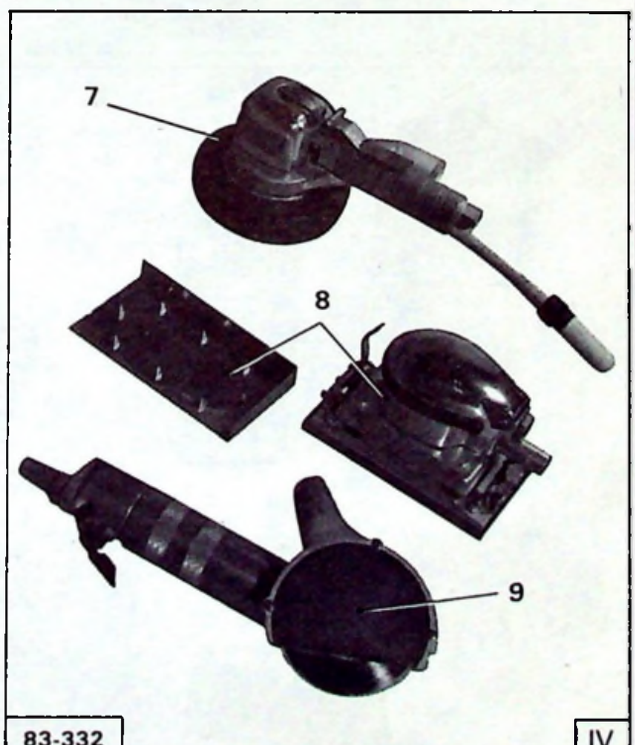


83-332 IV

4. MATERIEL

Pour toutes les opérations de découpage, disquage ou ponçage, il faut dans tous les cas opérer avec un matériel muni d'un système spécial d'aspiration en raison du volume de poussière dégagée et de la présence de fibre de verre.
Il est également recommandé de porter un masque du type de ceux utilisés en peinture.

TYPES DE POSTES DE TRAVAIL RECOMMANDES.

Equipement FESTO : Fig. I et II.

Ensemble comprenant :

1 - Aspirateur WAP - Turbo M 1 S (puissance 750 W)
2 - Ponçeuse vibrante LRM-GA (patin 93 × 175 : 1/3 feuille standard) (surfaçage et ponçage de finition)
3 - Ponçeuse à disque et excentrique LET-A (disque ϕ 150) (surfaçage chanfreinage)
4 - Ponçeuse avec fraise cylindrique LGS 0615 AT (fraise diamantée $\phi = 10$) (ponçage des arêtes, angles, nervures . . .)
5 - Tronçonnage à renvoi d'angle LWS 0610 AS (disque diamanté $\phi = 100$) (tronçonnage, chanfreinage, . . .)

NOTA : Les Sociétés « FESTO » et « 3 M FRANCE » fournissent des abrasifs (disques et feuilles) préperforés, adaptés pour ce matériel.

Equipement « MIR » : Fig. III et IV

6 - Aspirateur (puissance 750 W)
7 - Disqueuse à « barber » LEN 8 Z AP (disque ϕ 170) (chanfreinage, préparation des surfaces et ébauche du surfaçage)
8 - Ponçeuse à disque et excentrique AS 306 P 150 (disque ϕ 150) auto-adhésif) (surfaçage, préparation des surfaces)
9 - Ponçeuse vibrante + gabarit de perçage des abrasifs AS 190 BC (patin 170 × 95) (ponçage et surfacage de finition)
10 - Tronçonneuse ENF 4/TAZ (disque diamanté ϕ 100) (découpage des zones détériorées)

NOTA : Ces matériels (disqueuses et ponçeuses) utilisent des abrasifs courants du commerce (sans perforation spéciale).

ADRESSE DES FOURNISSEURS.

FESTO SARL : rue Edouard Jaunez - 57202 SARREGUEMINES CEDEX - Tél. (8) 795.01.43

MIR International : 106, rue Danton - 92300 LEVALLOIS PERRET - Tél. (1) 758.13.93

REMARQUE :
Ces matériels sont utilisables pour le surfacage et le ponçage des mastics ou apprêts polyester sur surfaces métalliques.

II. RESTRUCTURATION D'UNE SURFACE «CASSEE OU EFFRITEE»

Avant propos :

Nous traitons ici à titre d'exemple, la réparation d'une partie avant de capot «cassée» à la suite d'un choc.
A partir de cet exemple nous allons établir le processus général de réparation des matériaux composites dans le cas où il s'agit de restructurer une surface détériorée en tenant compte du fait que les zones périphériques (bordures de pièces) sont soumises à des efforts beaucoup plus importants, et davantage exposées aux chocs que les surfaces en milieu de panneau. Il s'agit donc dans ce cas de réaliser une réparation ayant les caractéristiques de résistance les meilleurs possibles.

MODE OPÉRATOIRE

Fig. I et A :
Cassure dans son état initial.

Fig. II et B :
Découper (par tronçonnage ou meulage) la surface cassée ou effritée.
Exécuter par disquage un chanfrein très large (60 à 80 mm) et poncer jusqu'au matériau de base assez largement autour du chanfrein (les produits ne doivent pas s'appliquer sur des zones peintes).

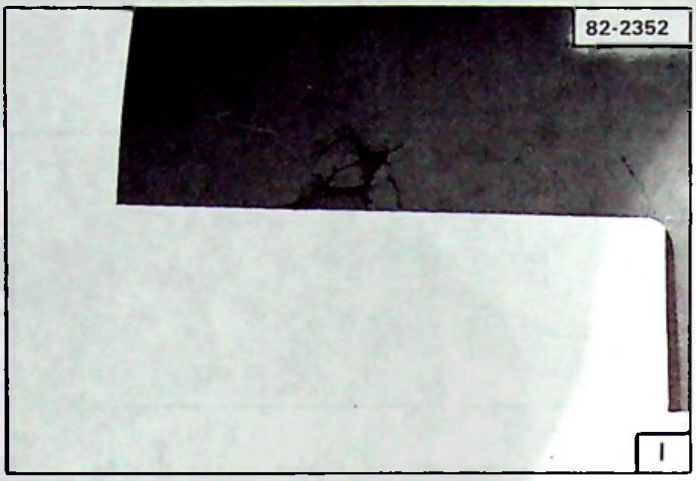
Fig. III et C :
Confectionner un support (carton, tôle ou bois suivant le cas) adapté aux formes de la zone à réparer.
Recouvrir la face du support en contact avec la matière de réparation de cire de démoulage.
Fixer le support sur la zone à réparer à l'aide de pinces étau.

Fig. IV et D :
Préparer le volume de mastic polyester chargé de fibre de verre **(FERRO-GLASS sur matière couleur grise "PPG", ou V. 11 sur matière couleur blanche "OCF")** nécessaire pour la première couche (mastic + catalyseur à raison de 3 à 4 %).
Mélanger soigneusement.
Dépoussiérer soigneusement les zones d'application (utiliser un chiffon propre ou du papier genre "essuie-tout").
Appliquer à l'aide d'une spatule la première couche et laisser sécher (10 minutes à 20° C).

REMARQUE : Sur tous capots en PPG (matière de couleur grise) il est indispensable d'appliquer le mastic FERRO- GLASS comme couche d'accrochage, mais pour des raisons de résistance, il est conseillé de poursuivre la réparation avec la résine liquide KR et le mastic V. 11 comme indiqué ci-après.
Dans le cas de pièce en OCF (couleur blanche) il n'y a aucun inconvénient à utiliser l'un ou l'autre des mastics polyester "FERRO-GLASS" ou V. 11" comme couche d'accrochage.

Fig. V et E :
Découper le nombre de surfaces de mat de verre (1) nécessaire au remplissage de la zone à réparer et effranger les bords pour éviter les arêtes.
Préparer (dans le bol(2)) le mélange «résine polyester KR + catalyseur à raison de 3 à 4 %».
A l'aide d'un pinceau, imprégner une à une les épaisseurs de mat de verre jusqu'au remplissage de la zone à réparer (éviter les bulles d'air).
Laisser sécher (environ 30 mn à 20° C) et surfacer.

Finition : Fig VI et FG. :
En cas d'insuffisance locale de matière, appliquer une couche de mastic "V. 11".
Appliquer une couche de mastic polyester de finition afin de supprimer les porosités dans la matière rapportée (cette opération est indispensable pour éviter des problèmes de mise en peinture).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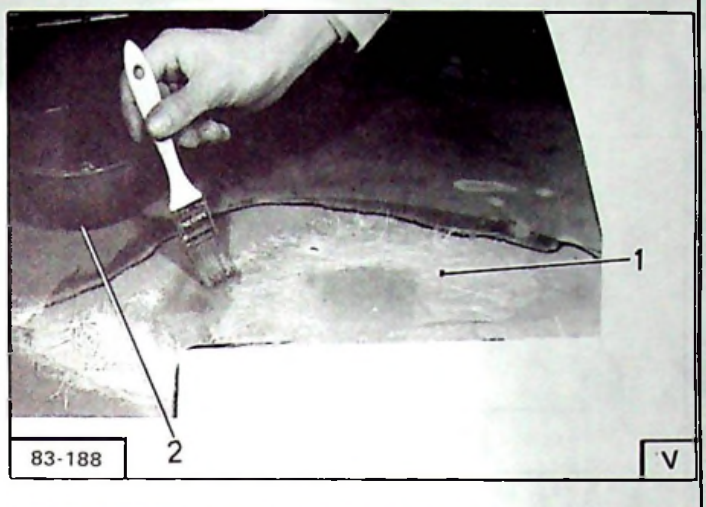
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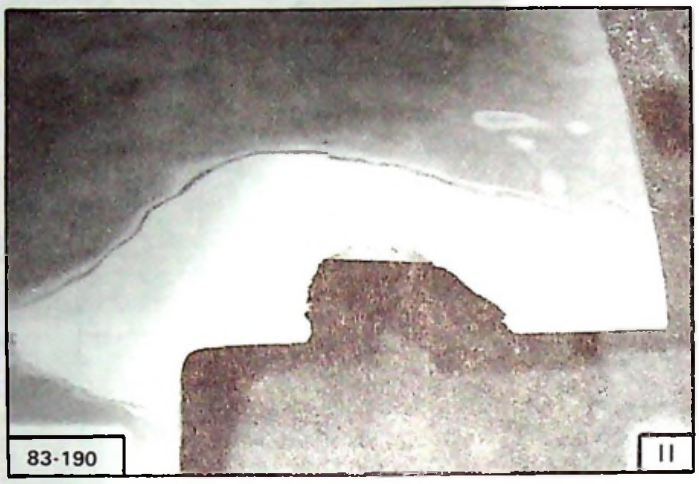
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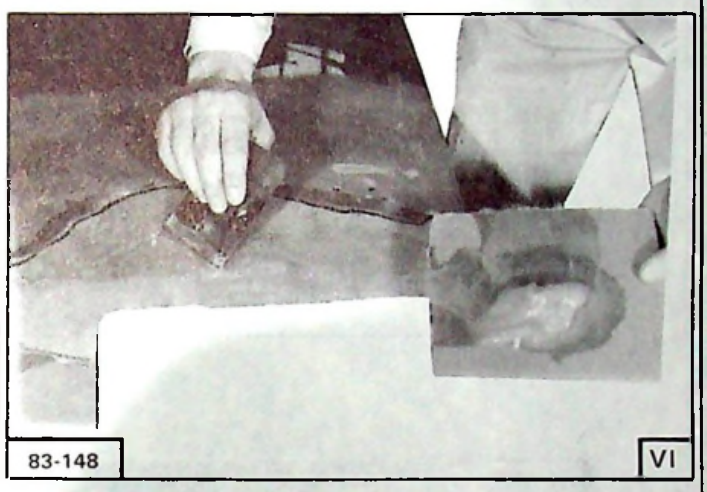
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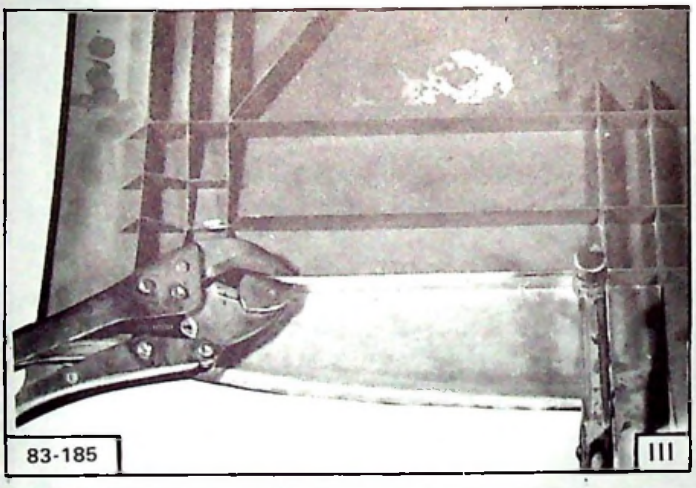
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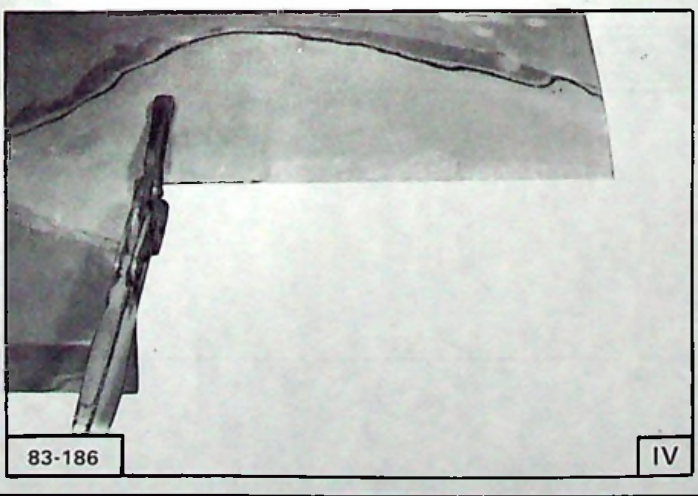
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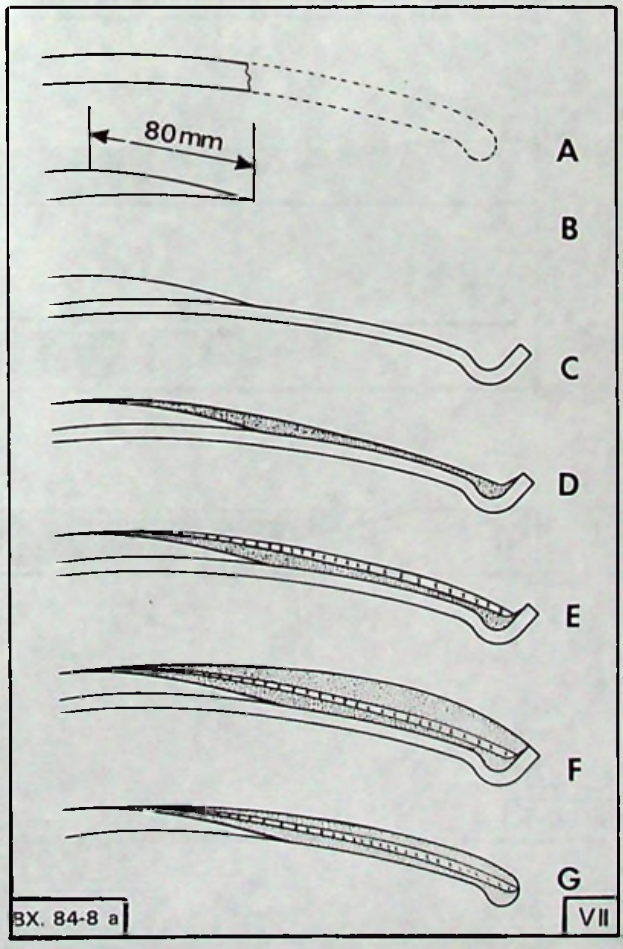
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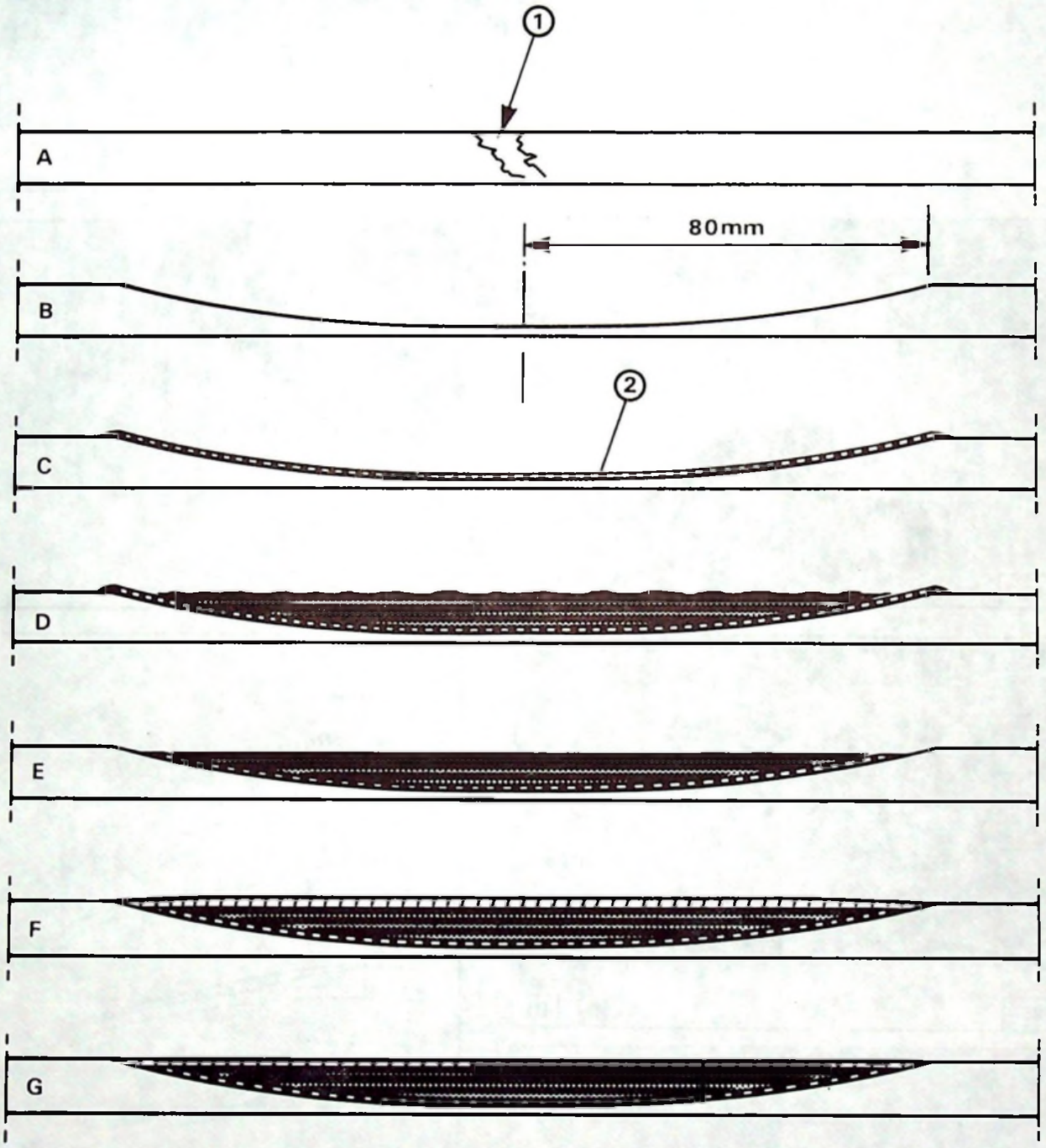
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III. RÉPARATION D'UNE FISSURE OU D'UNE CASSURE

Dans le cas d'une cassure, ou même d'une fissure qui a priori paraît être de moindre importance, il faut procéder à une réparation offrant les caractéristiques de résistance les meilleures possibles, en particulier lorsqu'elle est située dans une zone soumise à des efforts importants (voir exemple ci-dessous).

D'une manière générale les zones réparables subissant les efforts les plus importants sont :
- *Volet arrière* : Nervures de renforcement sur face intérieure, montants de lunette, angles intérieurs et doublures latérales...
- *Capot* : Nervures de renforcement, bordure avant, zones d'encadrement des phares (en particulier l'angle côté intérieur)...

ATTENTION : Dans certains cas, lorsqu'une réparation présente des difficultés importantes de réalisation et risque de mettre en jeu la sécurité de l'utilisateur, il faut remplacer l'élément.

Les principaux cas où le remplacement est une nécessité absolue pour la sécurité sont :
- **cassure des bossages de fixation des charnières de volet arrière,**
- **arrachement d'un bossage de fixation d'insert servant à fixer soit la gache de fermeture (volet et capot) soit les charnières (capot).**

MÉTHODE DE RÉPARATION.

A : Cassure **(1)** dans son état initial (**ATTENTION : En apparence la fissure peut paraître bénigne bien que très profonde, donc le tissu de fibre est rompu, il convient de réaliser l'opération offrant la meilleure résistance possible**).

B : A l'aide d'une disqueuse aspirante, effectuer un chanfrein très large (80 mm mini de part et d'autre de la fissure) et très profond.
Utiliser un disque à gros grains (40 ou 60)
Dépoussiérer à l'aide d'un chiffon sec

C : **Appliquer une fine couche (2) d'accrochage en mastic polyester chargé de fibre de verre**
- sur capot en PPG (matière de couleur gris clair) utiliser le mastic FERRO-GLASS
- sur toutes pièces en OCF (capot 1/84 ➨) ou CDF (Volet arrière break et berline) dont la matière est de couleur blanche, utiliser du mastic V. 11.

Laisser sécher (10 mn environ) et effectuer un léger surfaçage pour supprimer les défauts d'application.

D : Couper **le nombre de surfaces de mat de verre nécessaires au remplissage du chamfrein.**
Préparer la quantité de résine liquide (résine polyester KR + 3 à 4 % de catalyseur).
A l'aide d'un pinceau, humecter une à une les différentes couches de mat de verre (agir avec le pinceau par tamponnage en évitant au maximum les bulles d'air).

E : Laisser sécher (20 à 30 mn à 20° C).
Surfacer (avec abrasif gros grain) et dépoussiérer.

F : En cas d'insuffisance légère de matière, appliquer une couche de mastic polyester "V 11".
Surfacer.

G : Appliquer une couche de mastic polyester de finition pour supprimer toutes les porosités dans la matière rapportée.
Effectuer le surfaçage final.

REMARQUE IMPORTANTE :
Dans certains cas où la réparation est avant tout un problème d'aspect (trous ou cassures légères en plein panneau par exemple) il n'est pas nécessaire de renforcer la zone réparée avec du mat de verre et de la résine liquide, le mastic renforcé de fibre de verre (V. 11) étant suffisant, ce qui permet un gain de temps important.

CAS PARTICULIER : Ex. : Patte d'accrochage de tablette sur volet arrière cassée :
Dans la mesure où la cassure est nette, il est possible de recoller la patte à l'aide de SUPER-GLUE 3 (ZC. 9 865 111 U). Toutefois, du fait que cette colle ne supporte pas les rayons UV, il faut effectuer une **retouche peinture** à l'endroit de la réparation après séchage.

IV. REPARATION D'UNE NERVURE INTERIEURE CASSEE OU FISSUREE.

Dans le cas de fissures ou cassures sur les nervures (en particulier le capot), il faut d'une part procéder à un collage et d'autre part renforcer la zone concernée.

PRODUITS NECESSAIRES.

Colle TEROKAL 6022 - Réf. P.R. : Z.C. 9 867 448 U ou mastic polyester "V. 11".
Mat de verre à 25 gr/m^2 (vente au détail par "SOLOPLAST" et contenu dans la trousse réparation : voir page produits).
Colle cyanoacrylate "SUPER GLUE 3" - Réf. P.R. : ZC 9 865 111 U.

MODE OPERATOIRE.

Dégraisser la zone à réparer à l'aide d'un chiffon imbibé de "Superclean" ou d'alcool dénaturé.

A l'aide d'une lame, décaper et abraser la zone à réparer, **Fig. III.**
Dépoussiérer soigneusement à l'aide d'un chiffon propre et sec.

Recoller les fissures à l'aide de colle "SUPER GLUE 3".

Confectionner un support **A** pour maintenir la colle pendant application et séchage, **Fig. IV.**
Recouvrir le support d'un produit anti-adhérent (corps gras ou feuille de polyéthylène).

Plaquer le support contre la nervure.

Découper une surface de mat de verre correspondant à la zone à réparer, **Fig. V.**

Préparer la quantité de colle "TEROKAL 6022 ou 6222" nécessaire (mélange à volumes égaux des parties **A** et **B**).

Appliquer à la spatule une fine couche sur la surface **B** à réparer.
Disposer et plaquer la feuille de mat de verre sur cette couche de colle.
Appliquer une nouvelle couche de colle en imprégnant bien le mat de verre.

Laisser sécher, déposer le support **A** et procéder à la même opération sur l'autre face de la nervure.

REMARQUE : Pour éviter toute opération de surfaçage délicat, il est recommandé d'appliquer des couches fines et régulières.
Après séchage, peindre la zone réparée à la couleur de la pièce.

NOTA : Les nervures peuvent également être réparées suivant le principe général **"chapitres II et III"**.

V. REMPLACEMENT ET POSE D'UN INSERT METALLIQUE SUR VOLET ARRIERE OU CAPOT.

RECOMMANDATION.

Il ne faut jamais réutiliser un insert ayant déjà été monté, car dans ce cas le filetage est toujours plus ou moins détérioré, ce qui entraîne une mauvaise tenue de l'insert, d'où risque d'arrachement.

POSE D'UN INSERT NEUF : Fig. I, II, III et IV

Par l'intermédiaire d'un montage (vis + écrou bloqués pour les inserts femelles du volet, deux écrous bloqués l'un contre l'autre sur les inserts mâles du capot), visser l'insert neuf à l'emplacement prévu.
Serrer au couple correspondant à l'aide d'une clé dynamométrique :

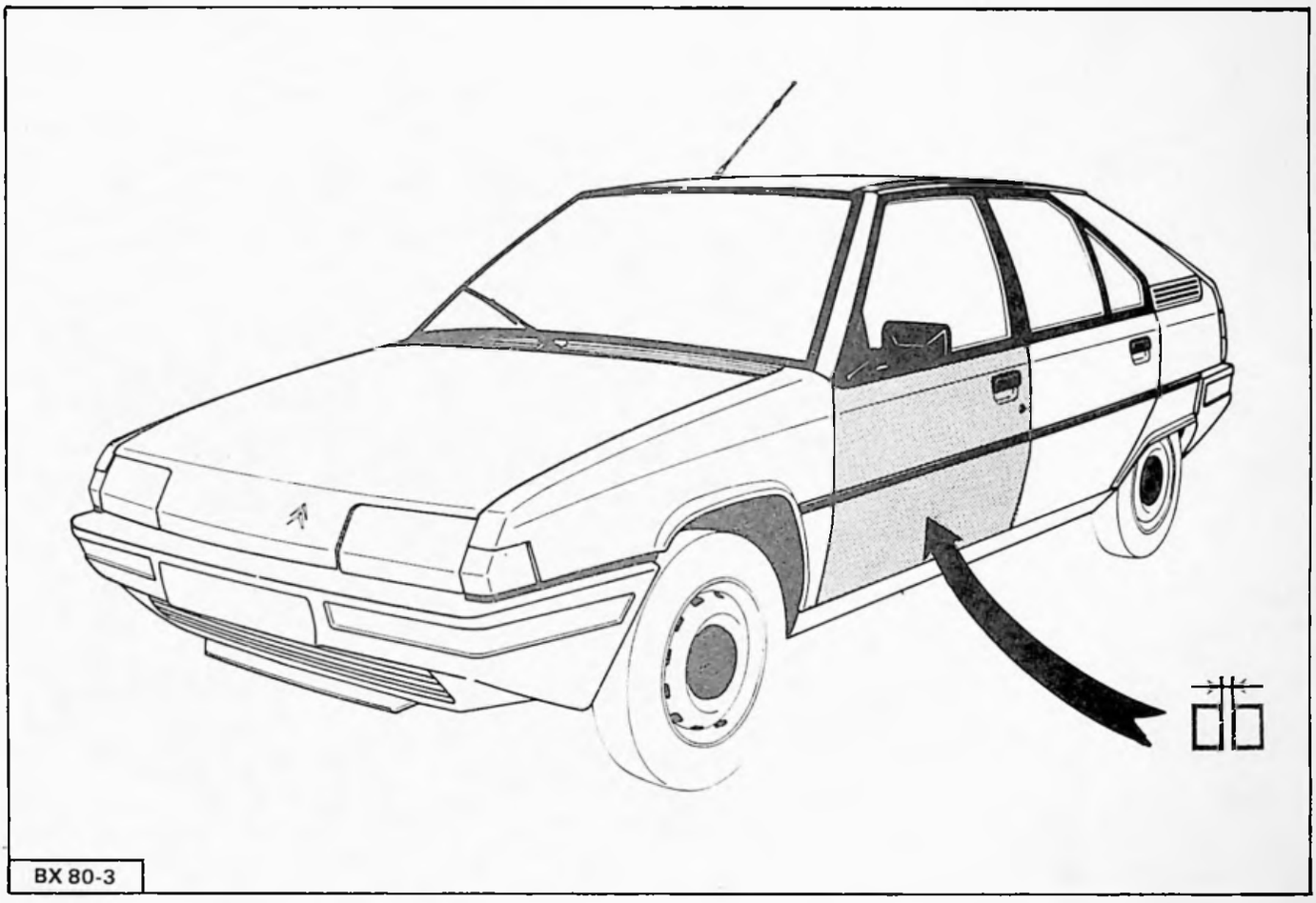
Inserts mâles sur capot : **0,7 m.daN**
Inserts femelles sur volet arrière : **1,4 m.daN**

CAS D'UN INSERT « FOIRÉ ».

Dans le cas d'un insert « foiré » dans son bossage ou d'un bossage légèrement éclaté, il faut :
- **Nettoyer parfaitement l'intérieur du bossage** (il ne doit subsister ni corps gras, ni poussière, ni particules arrachées).
- Dégraisser l'insert neuf.
- Enduire l'intérieur du bossage et la face d'appui de la collerette d'un produit de blocage.

Produits à utiliser :
- Mastic polyester chargé de fibre de verre (V. 11) ou FERRO-GLASS suivant matière de base :voir page produit).
- Colle Epoxy "POXYMATIC RAPIDE", (Réf ZC 9 865 105 U)
- Colle TEROKAL 6022 (Réf 9 867 448 U).
- Avant séchage, serrer jusqu'au contact de la collerette de l'insert sur le sommet du bossage sans appliquer le couple de serrage.
- Laisser sécher une heure avant dépose des écrous et vis servant à la mise en place.

NOTA. – Pour éviter que le produit de blocage pénètre à l'intérieur des inserts femelles (volet), visser à fond de filetage la vis servant à la mise en place.



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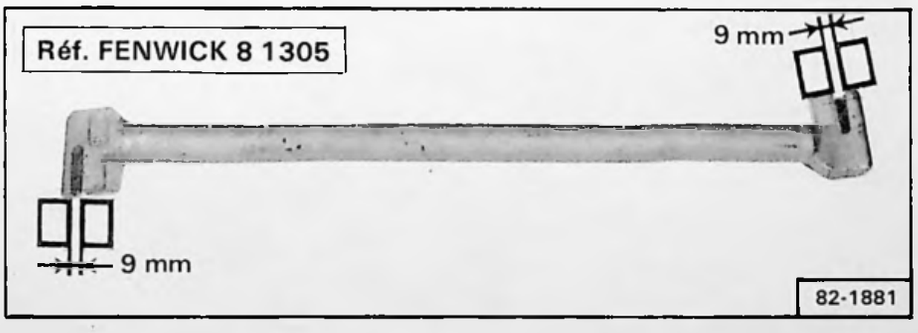

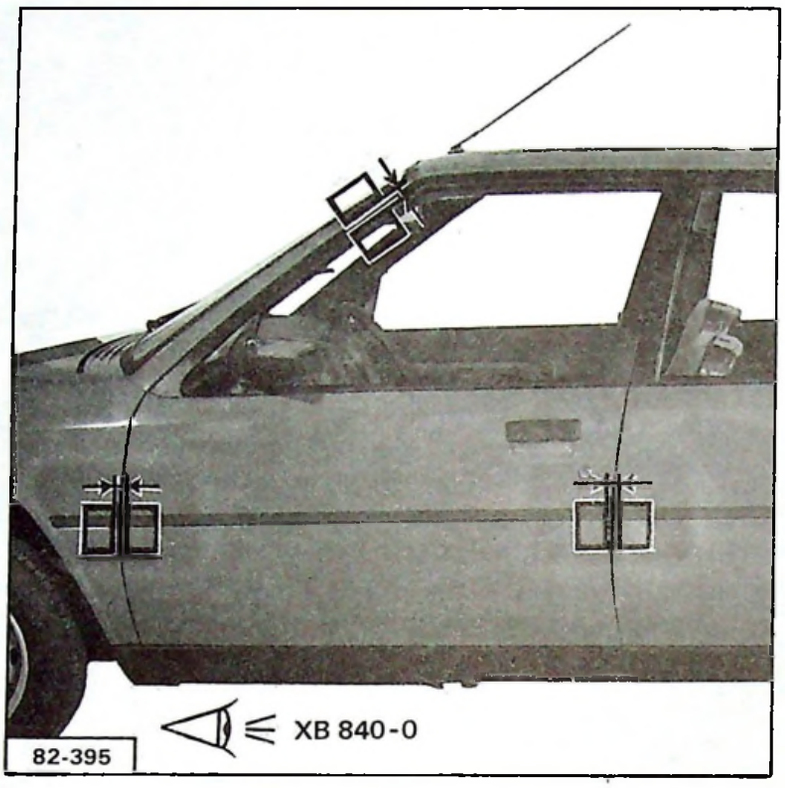
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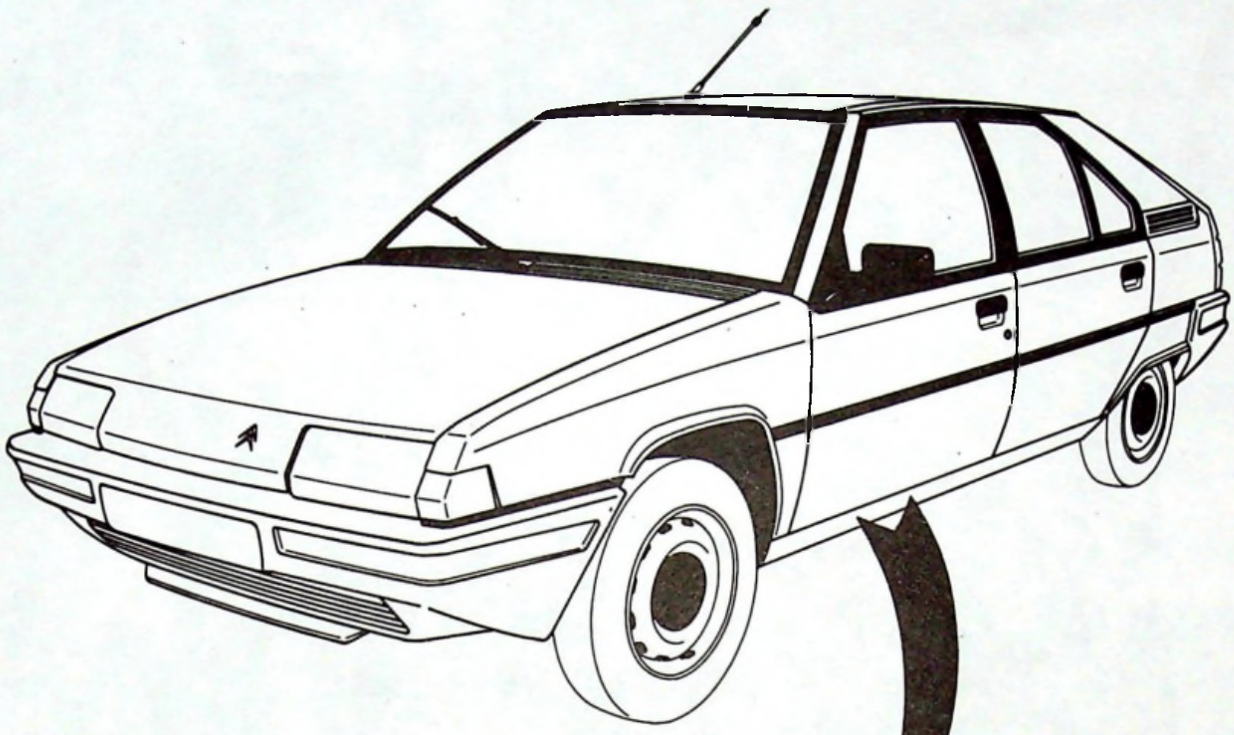

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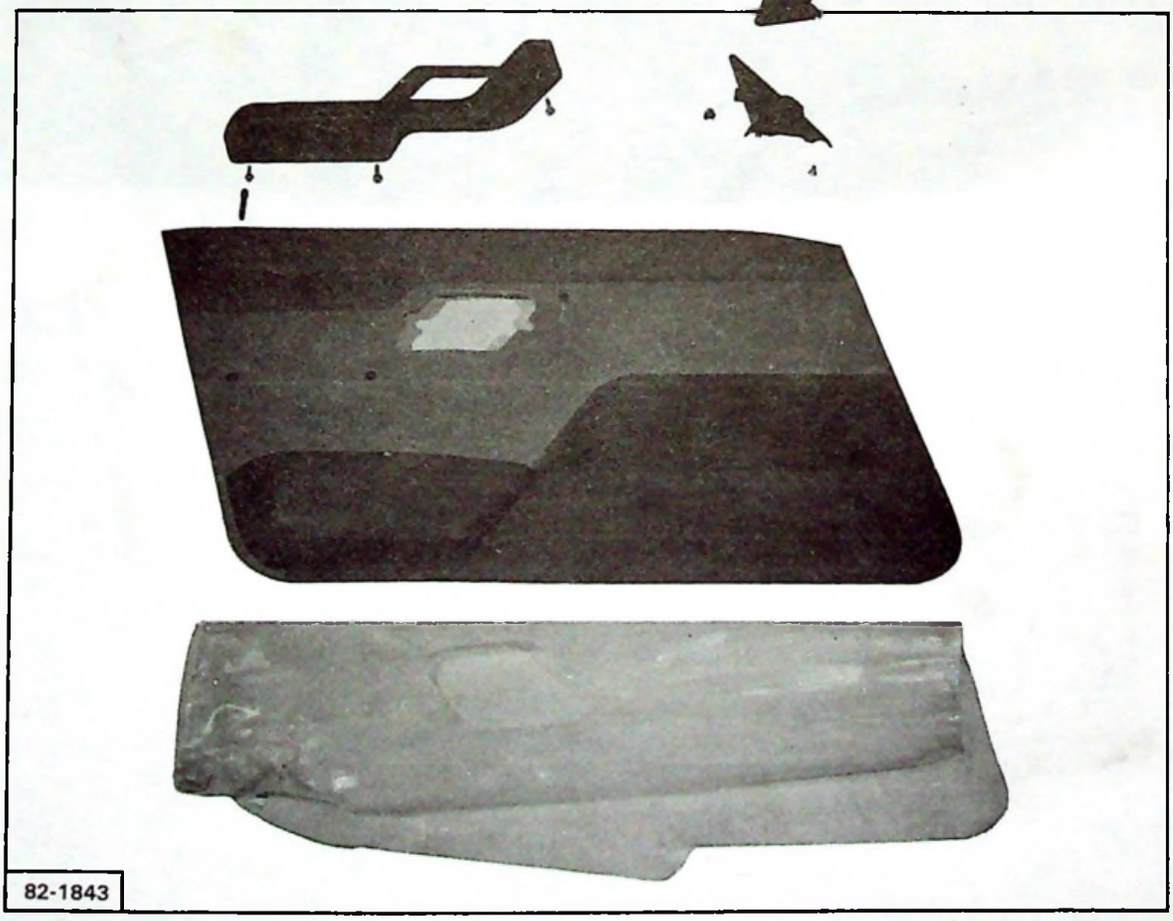

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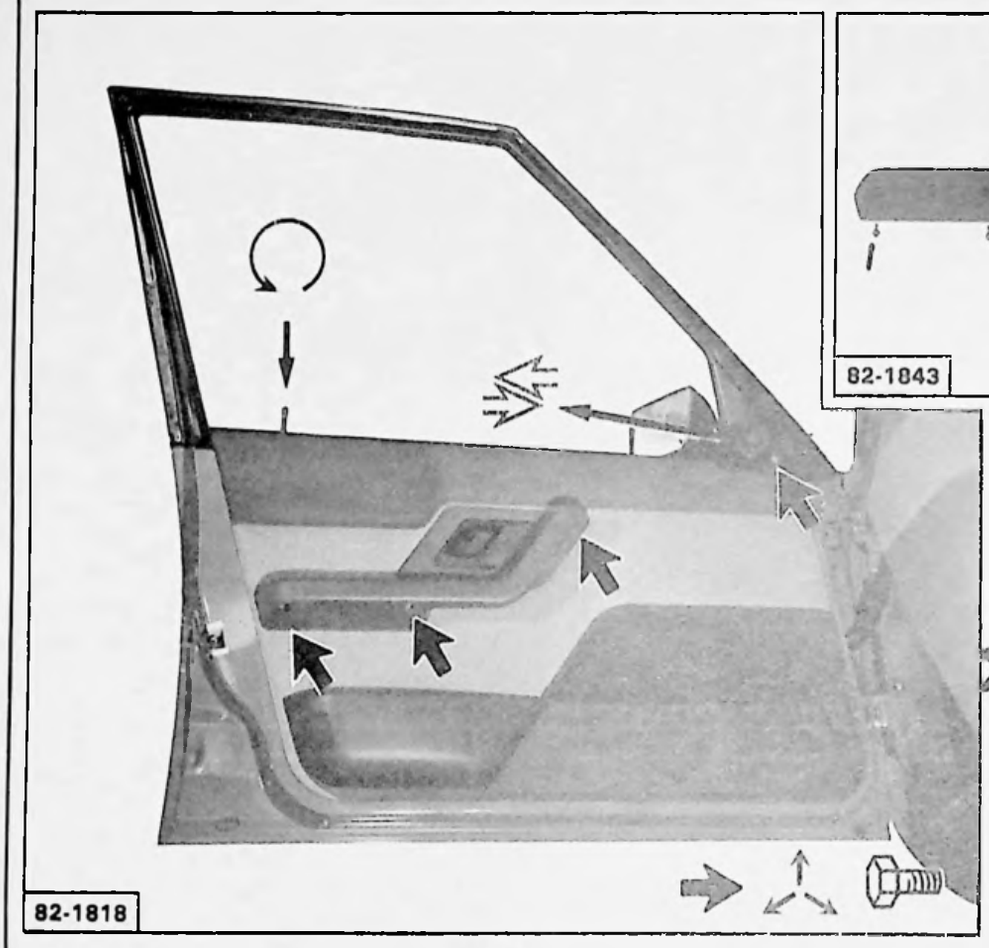

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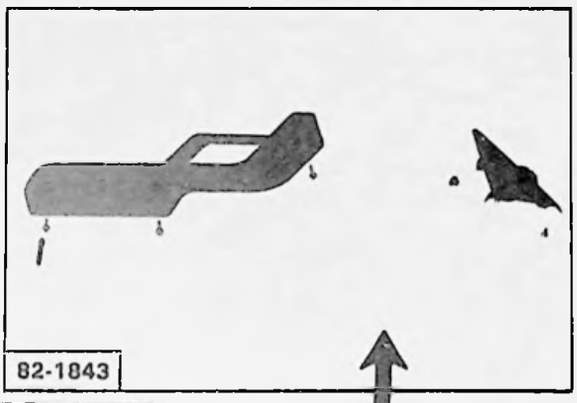

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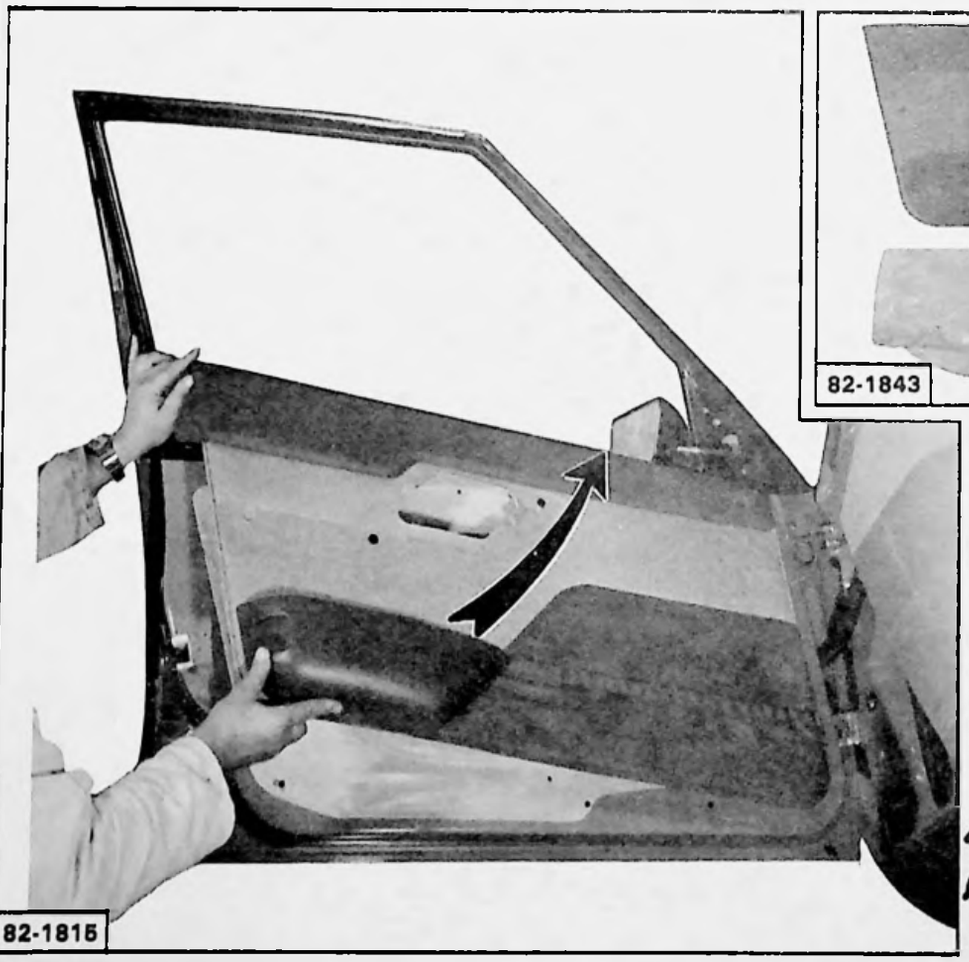

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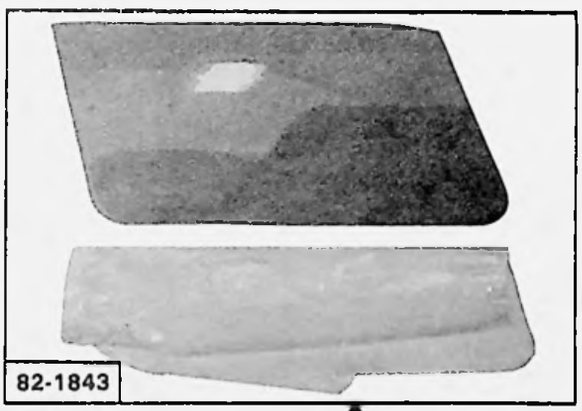

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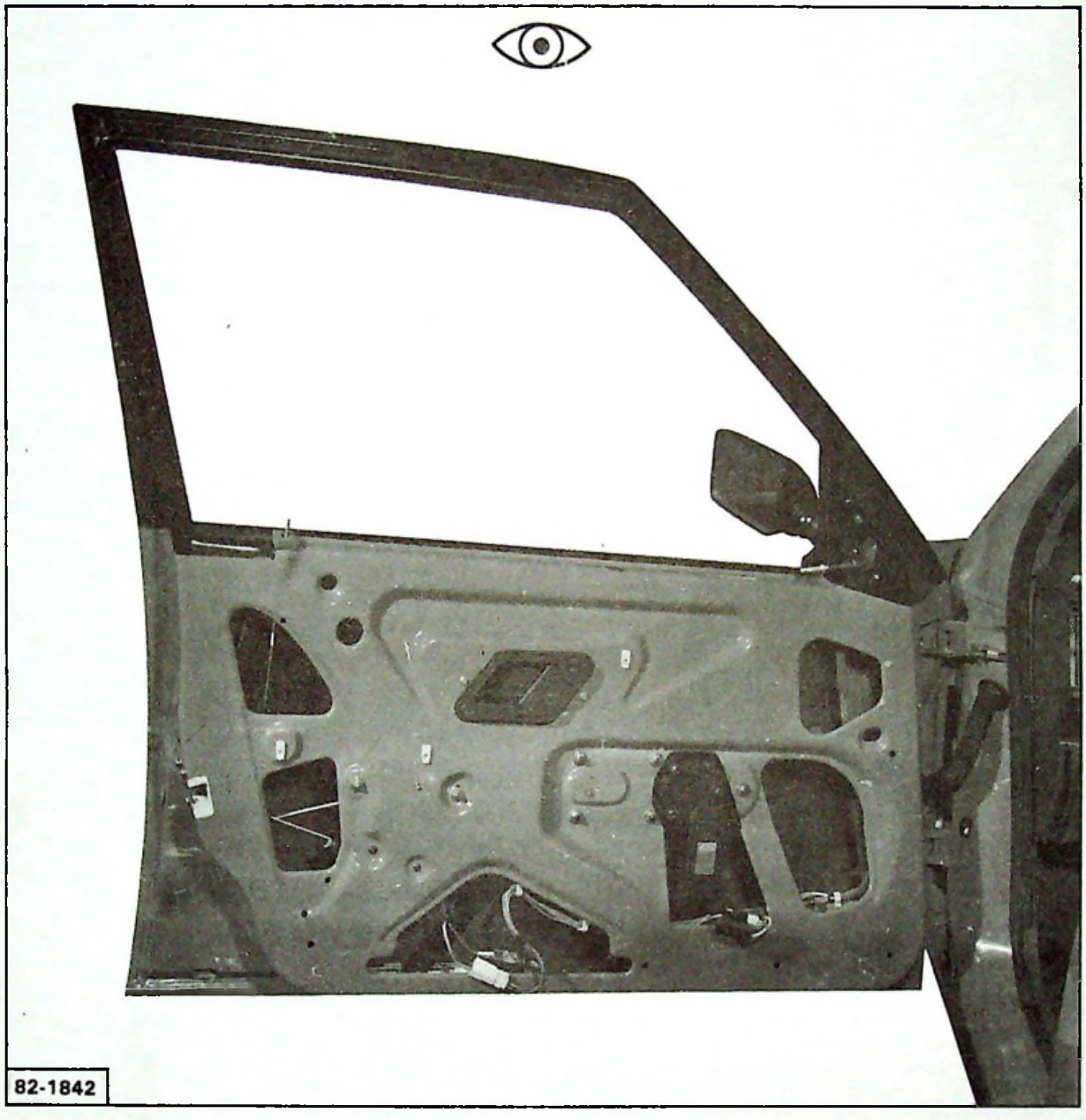

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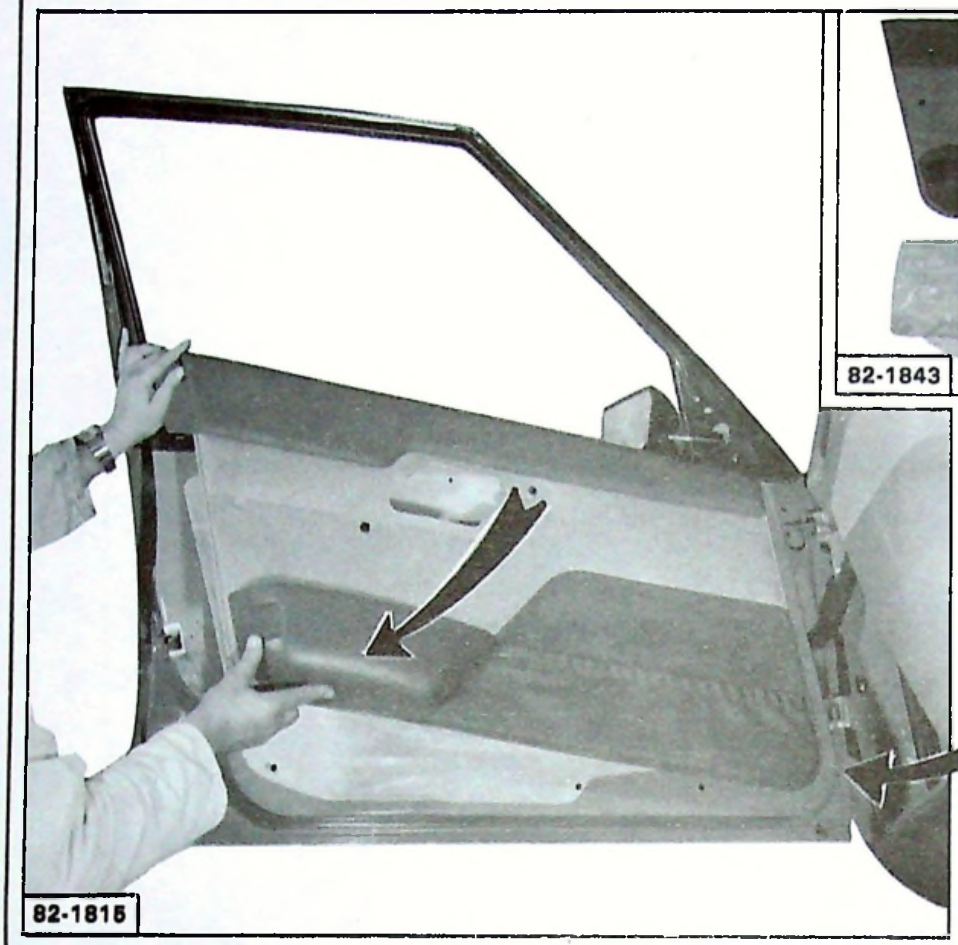
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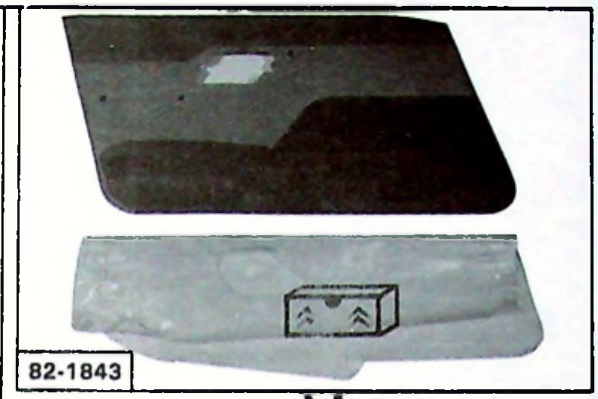
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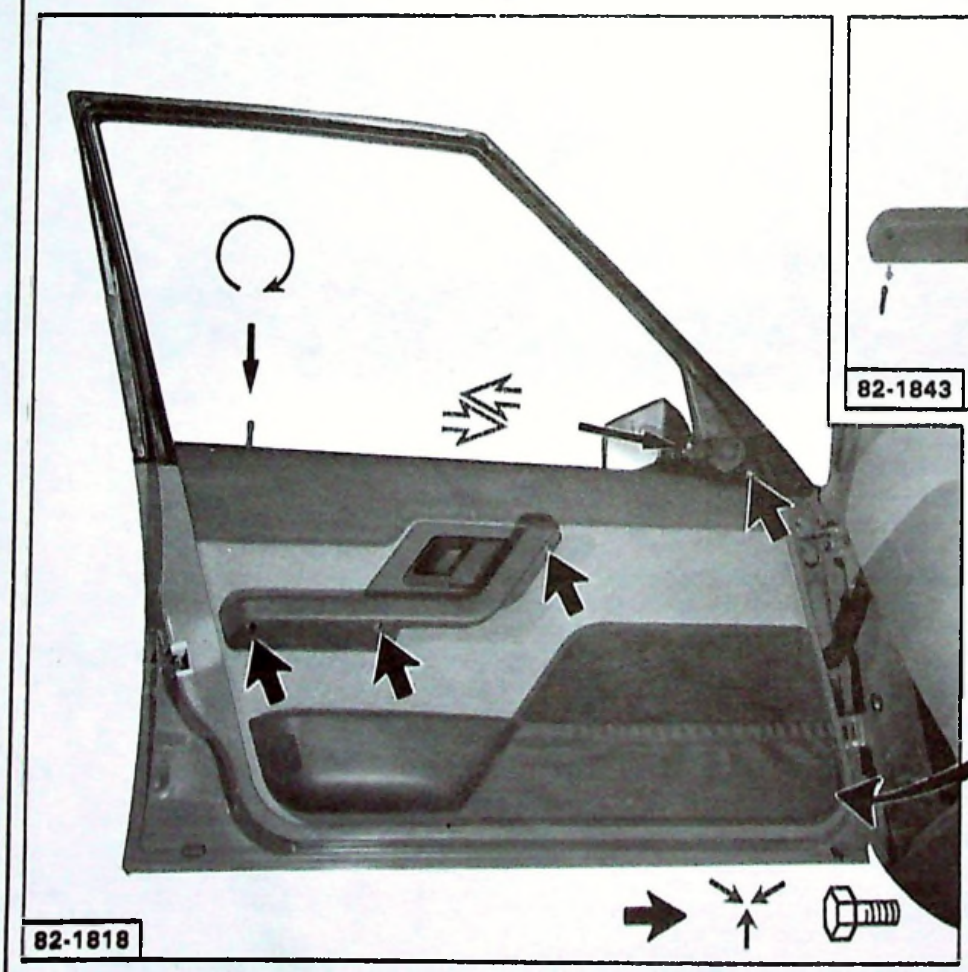
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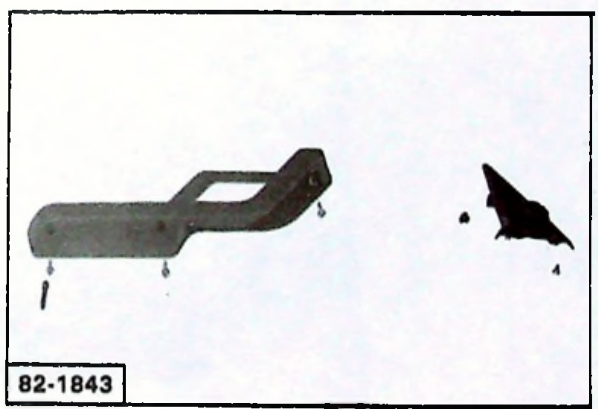
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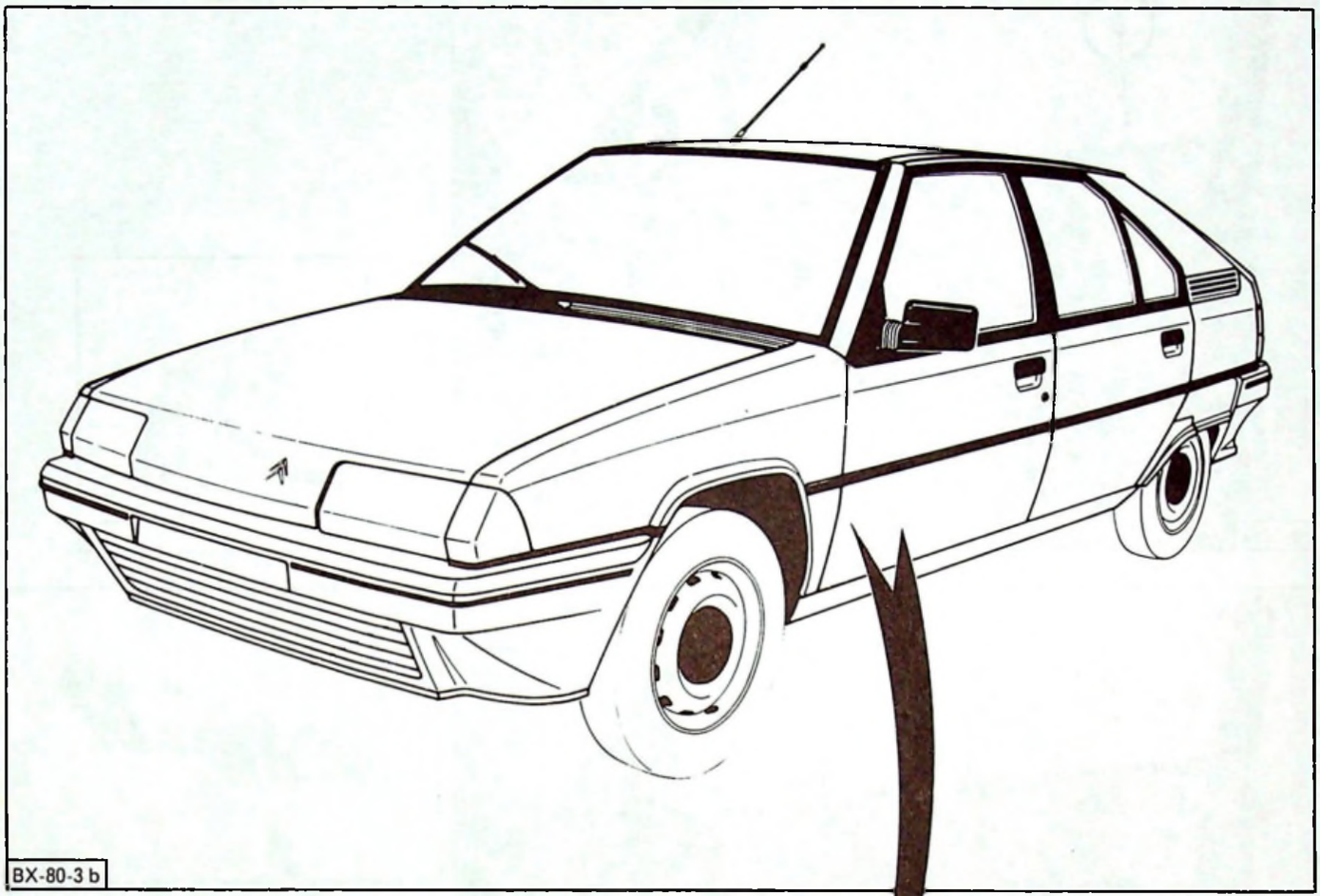

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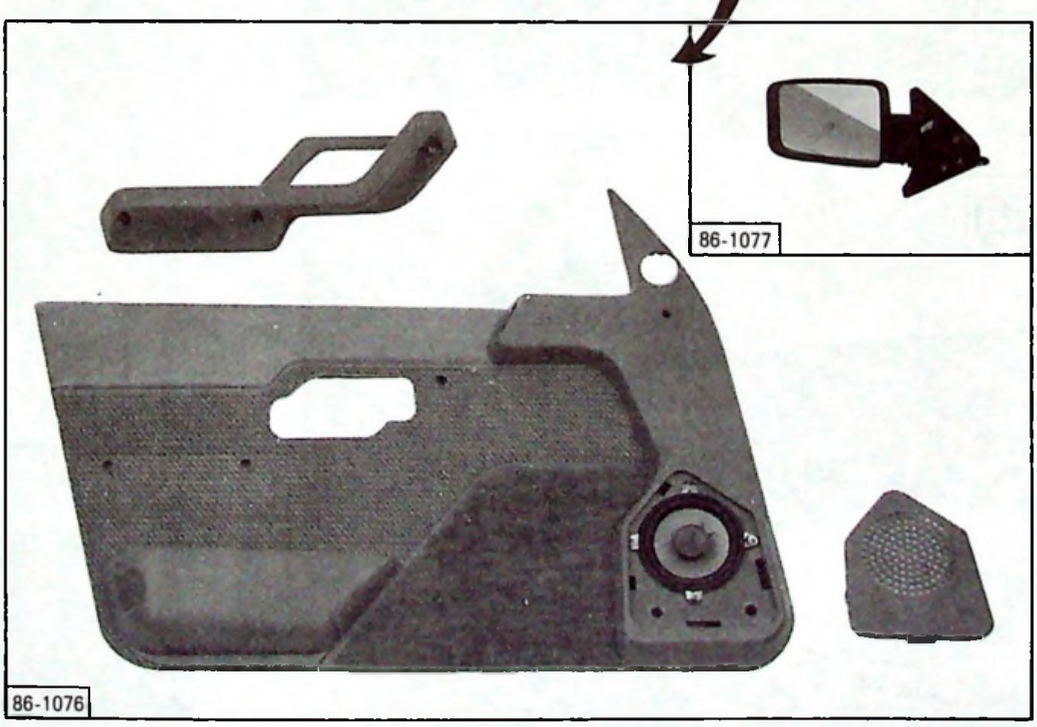

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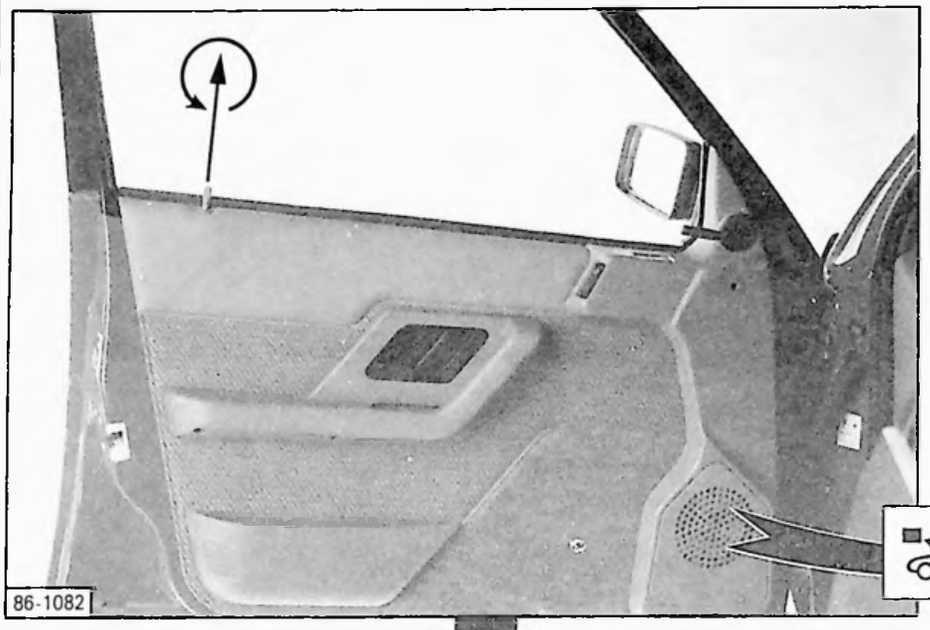
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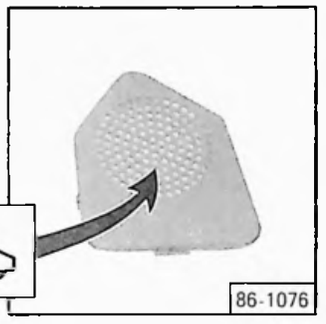
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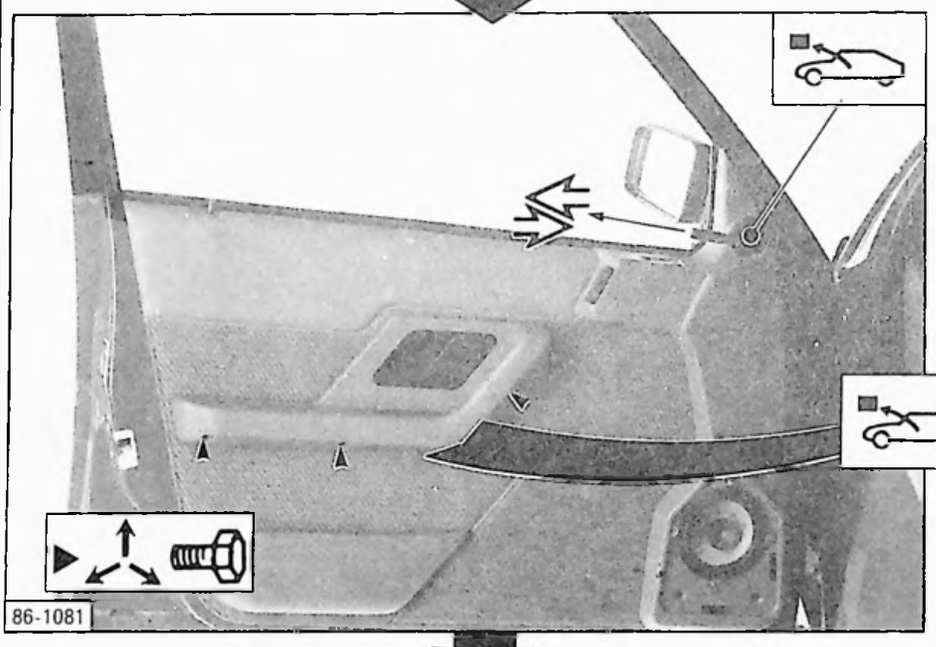
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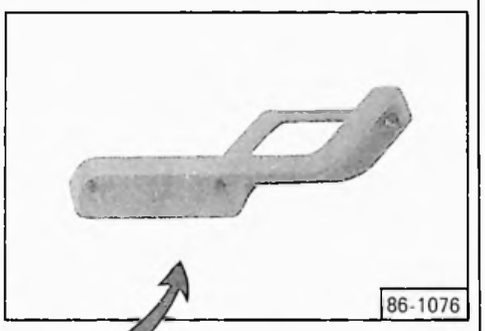
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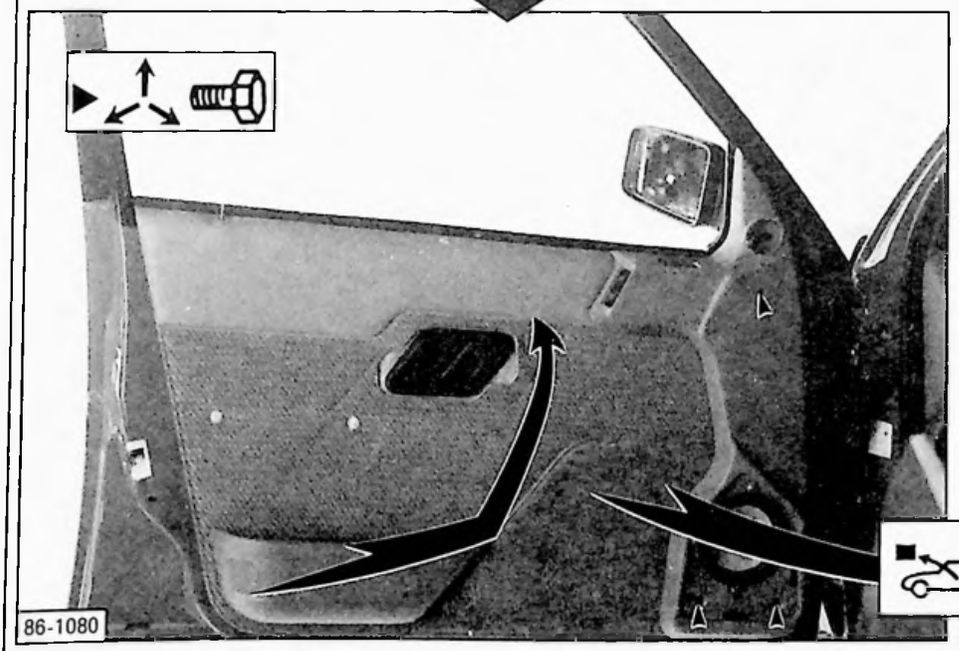
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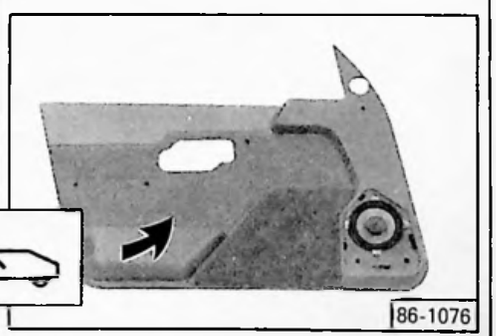
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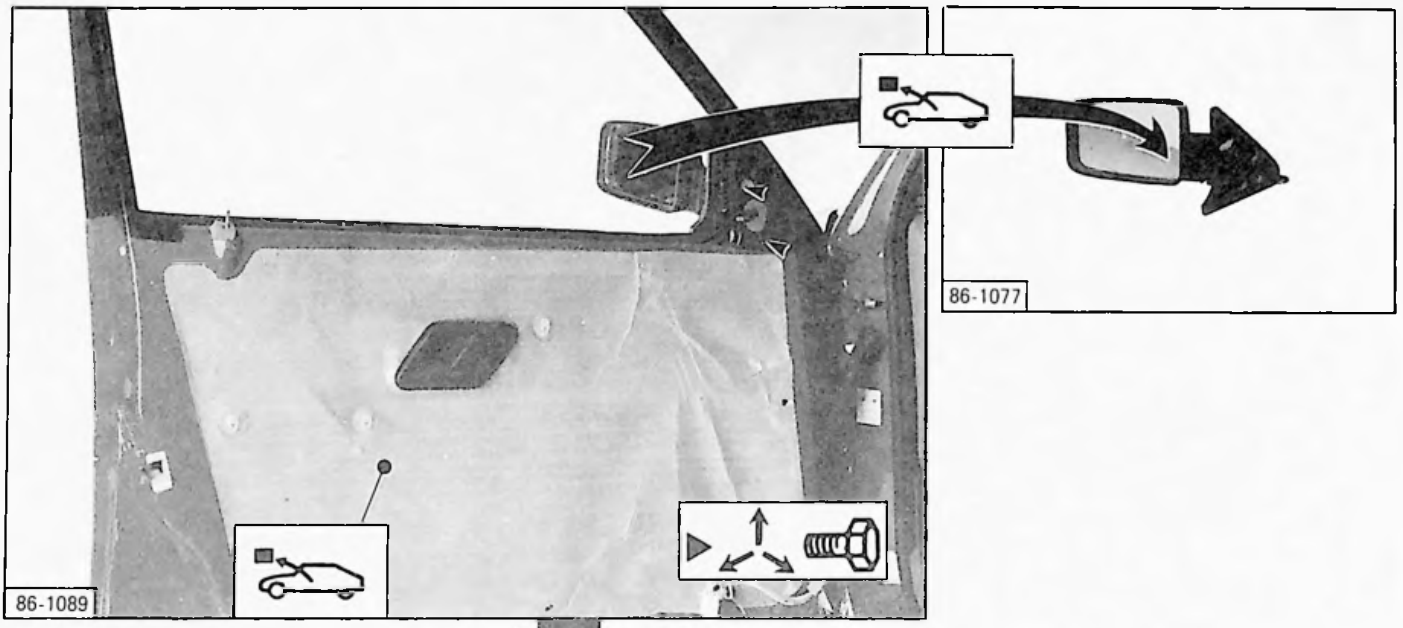
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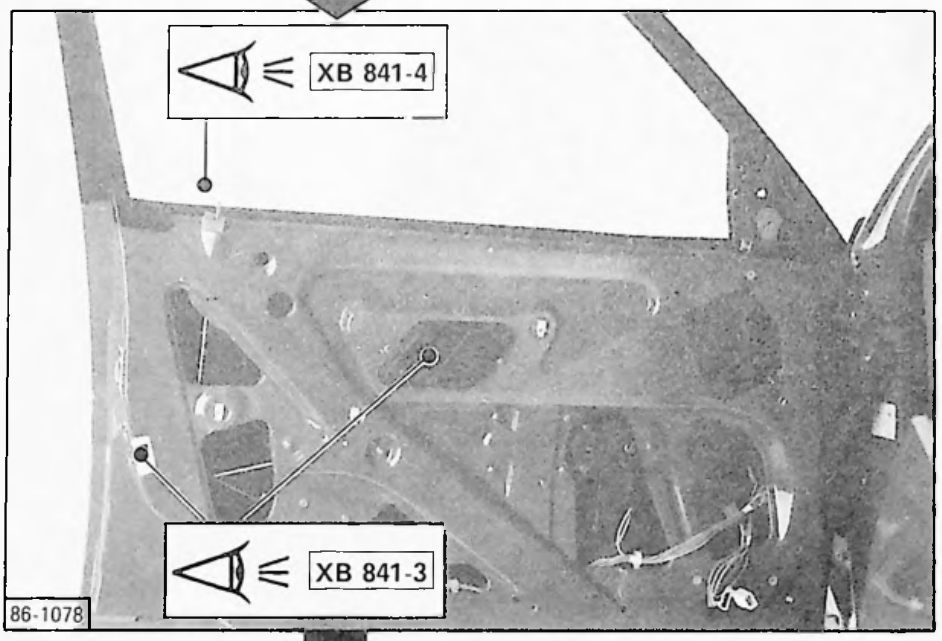
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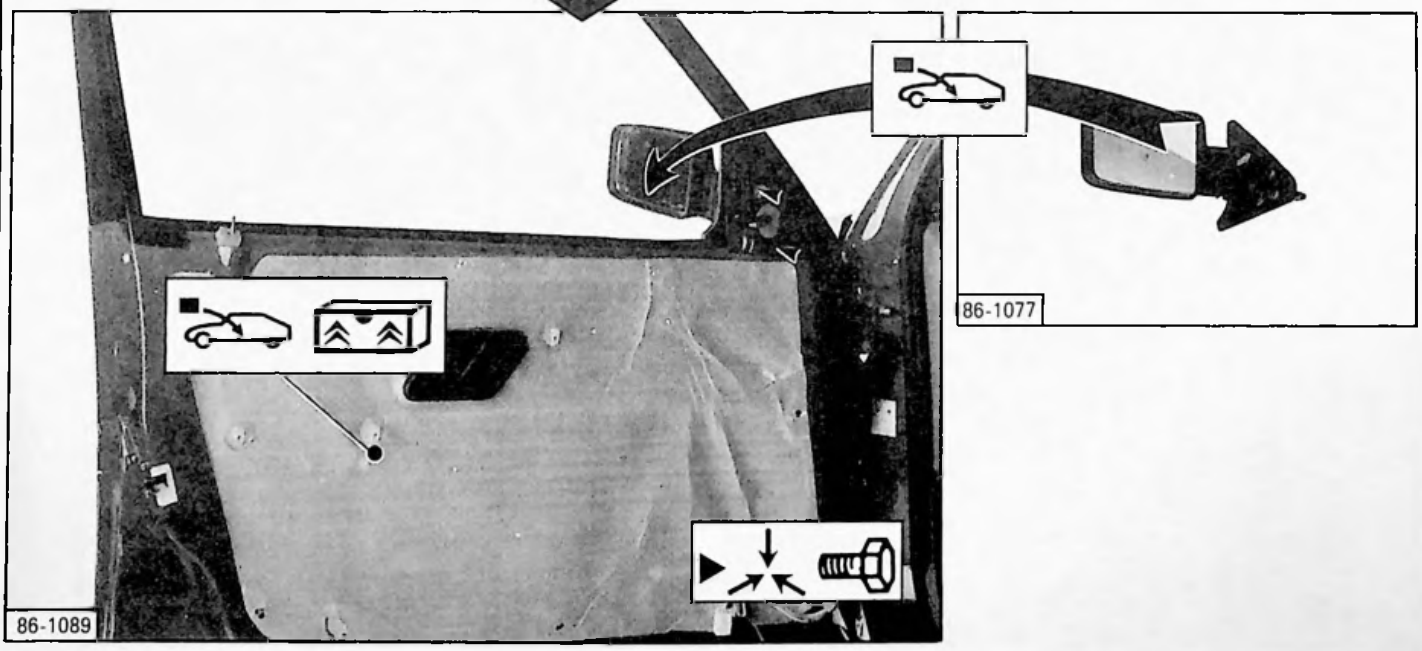
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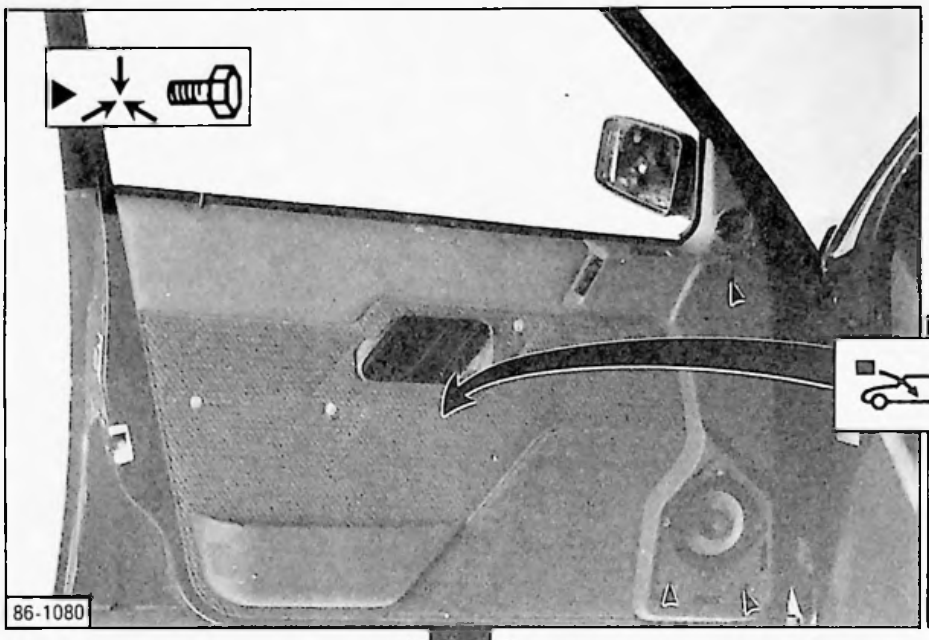
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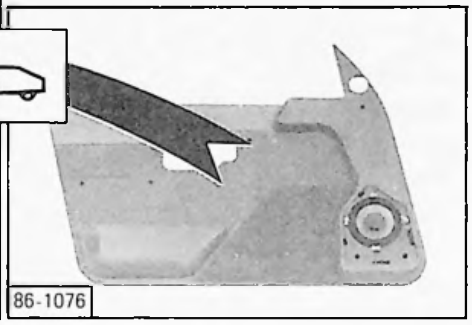
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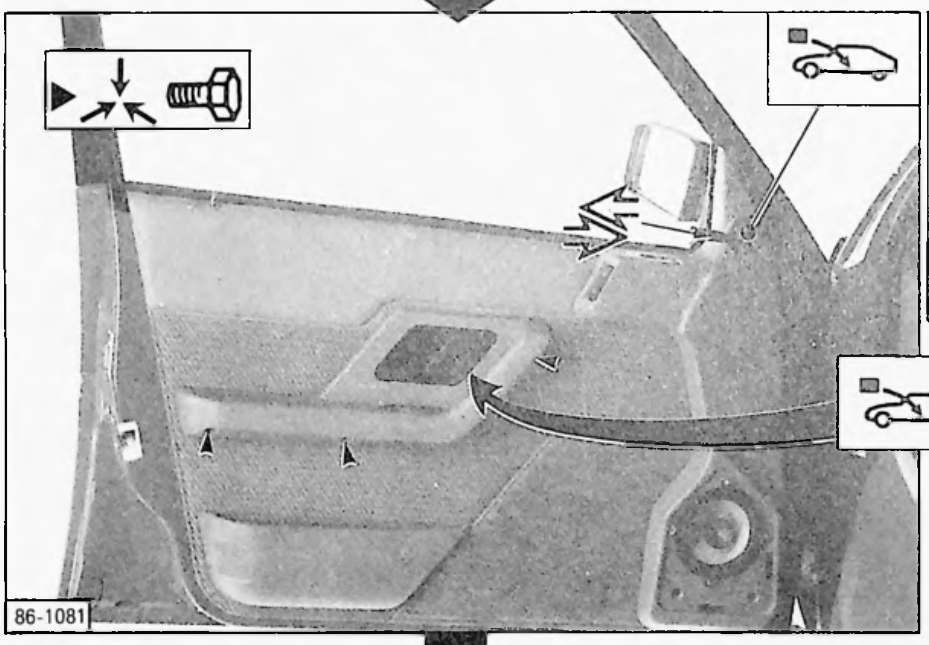
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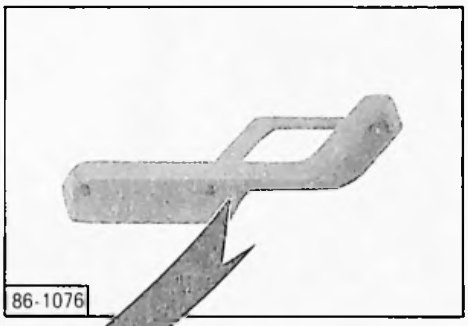
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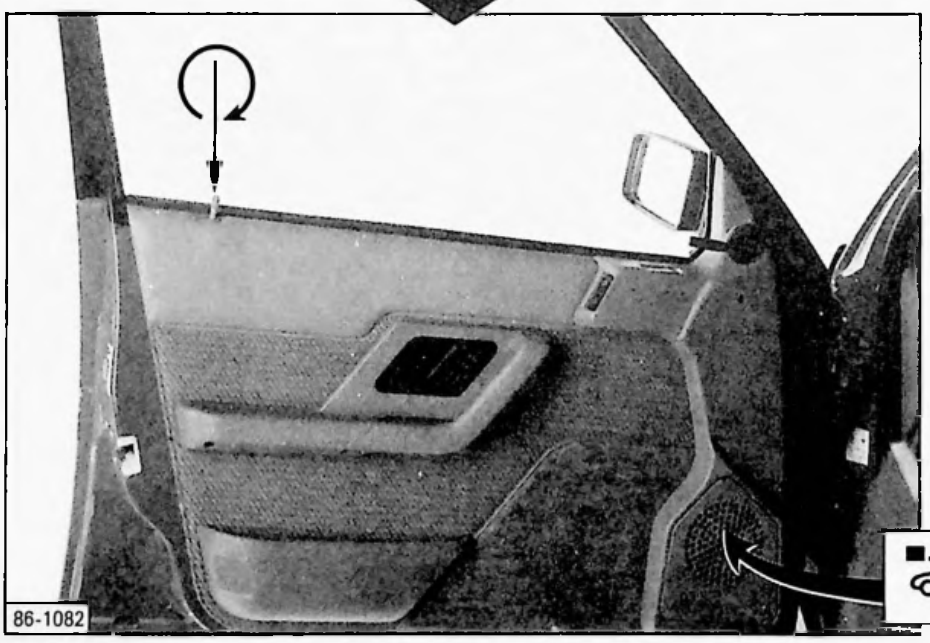
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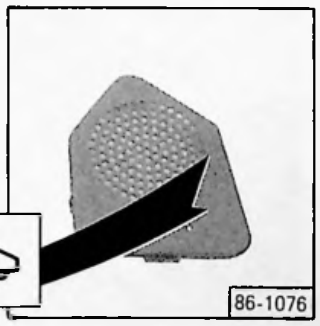
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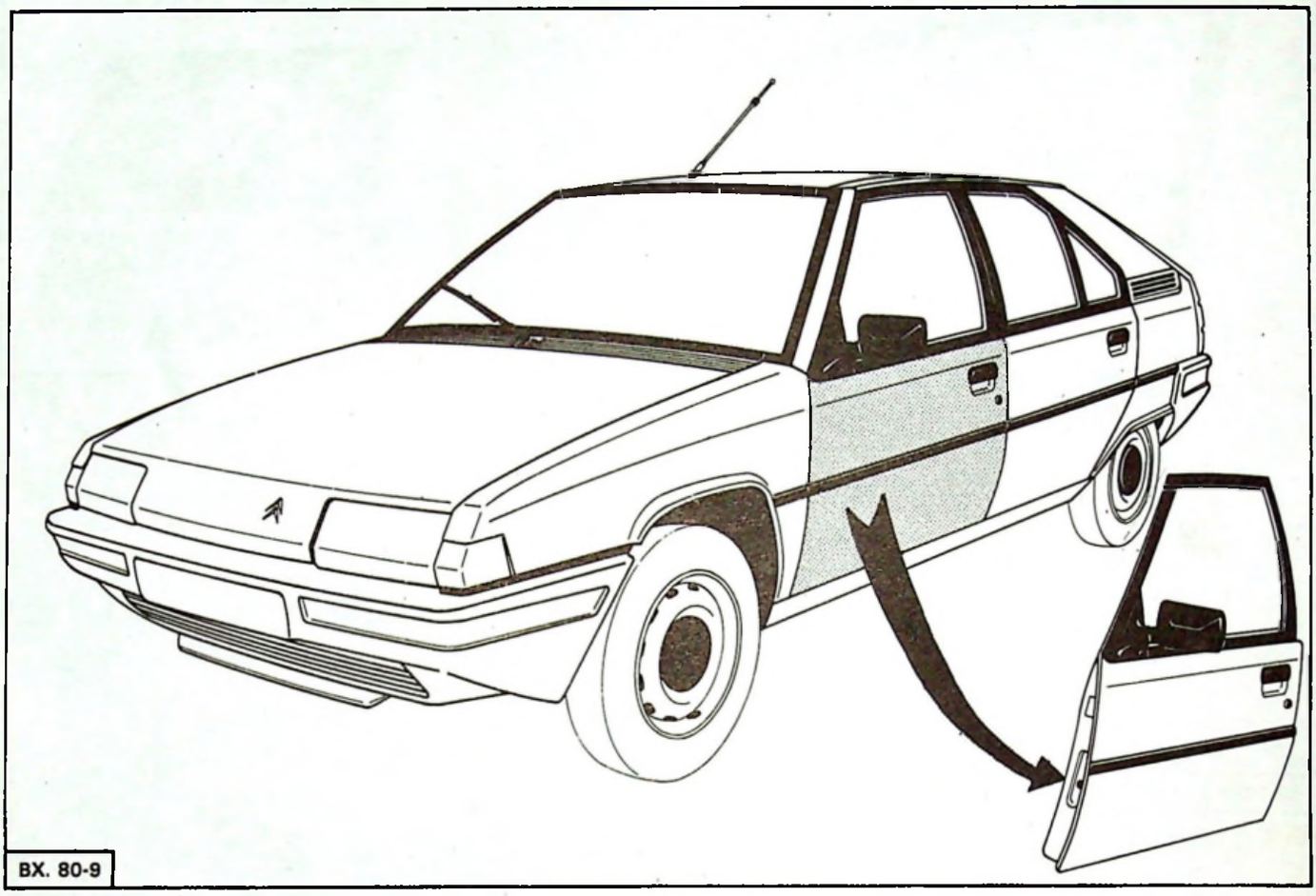

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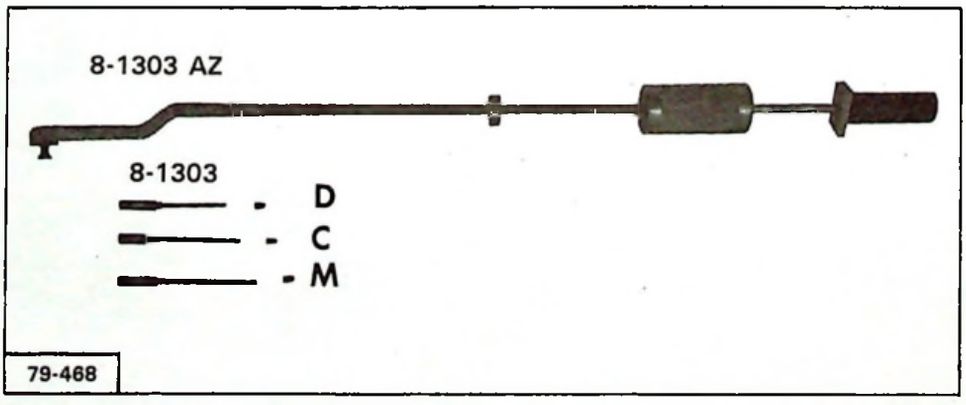

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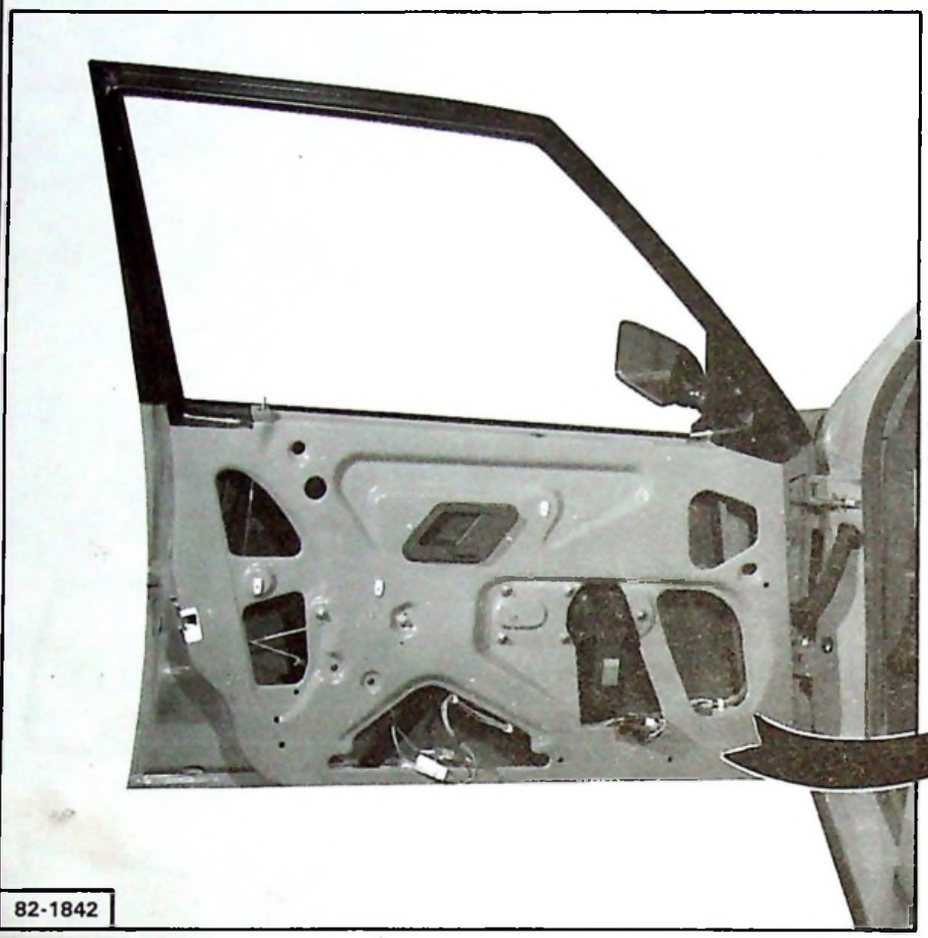

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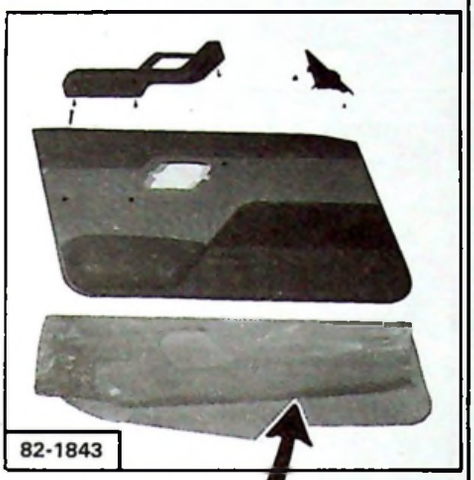

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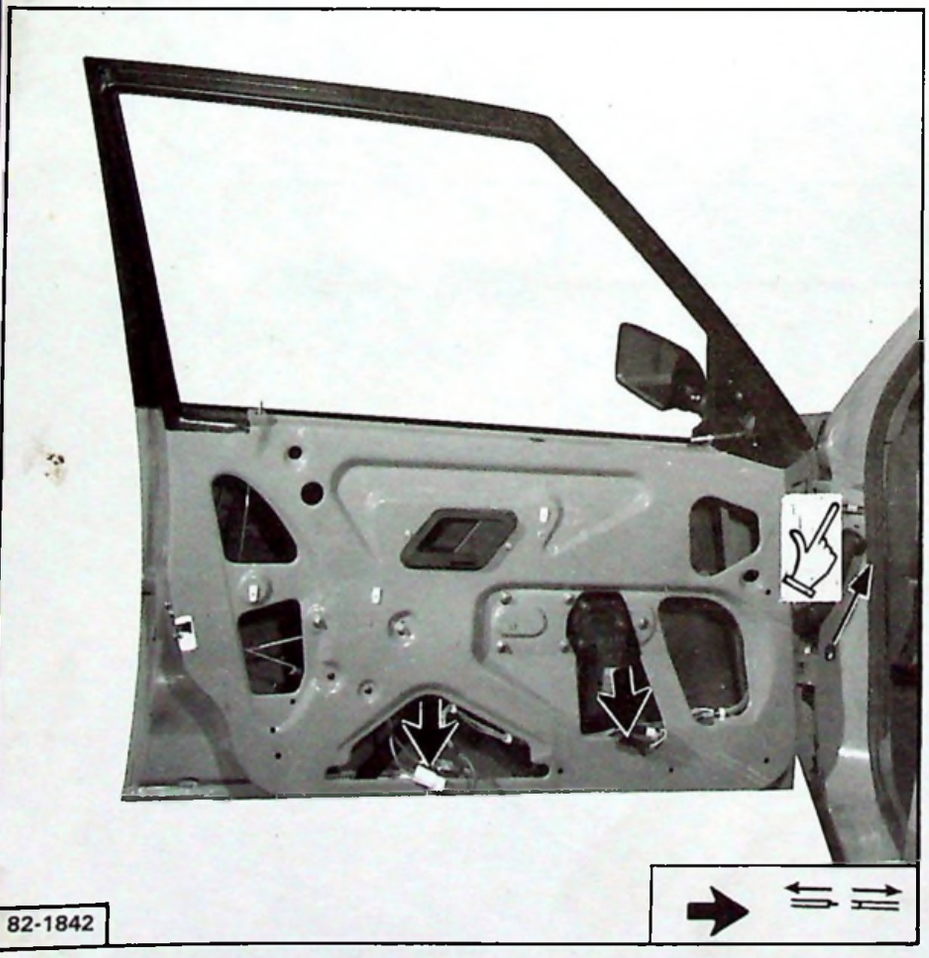

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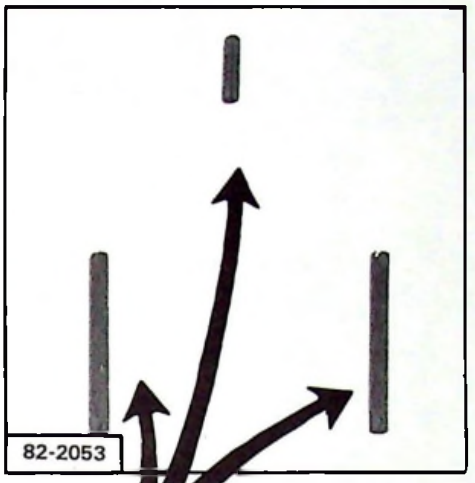
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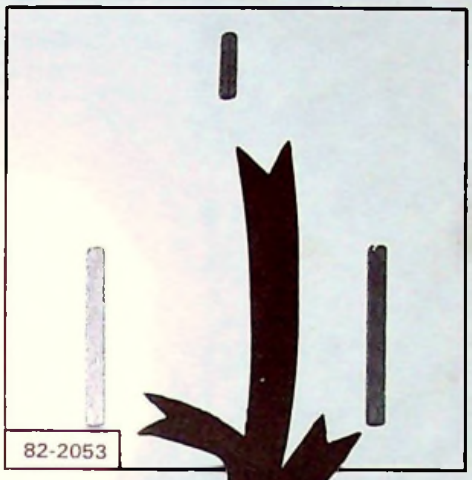
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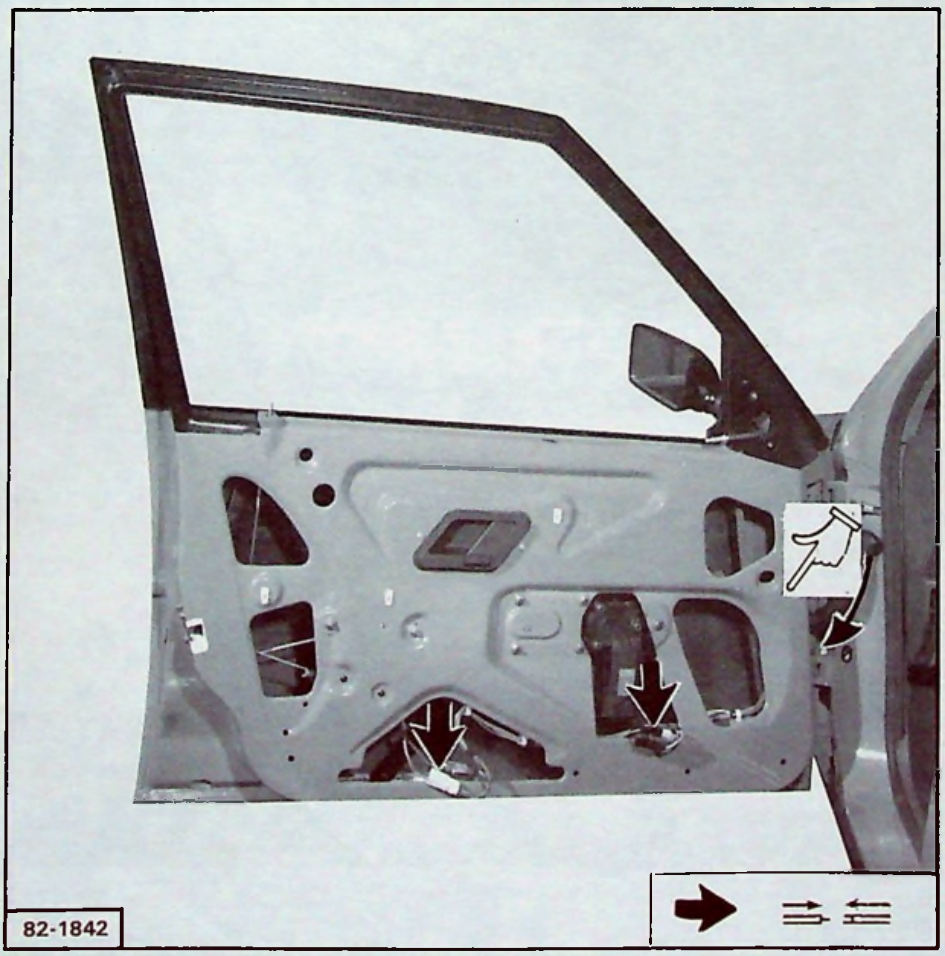
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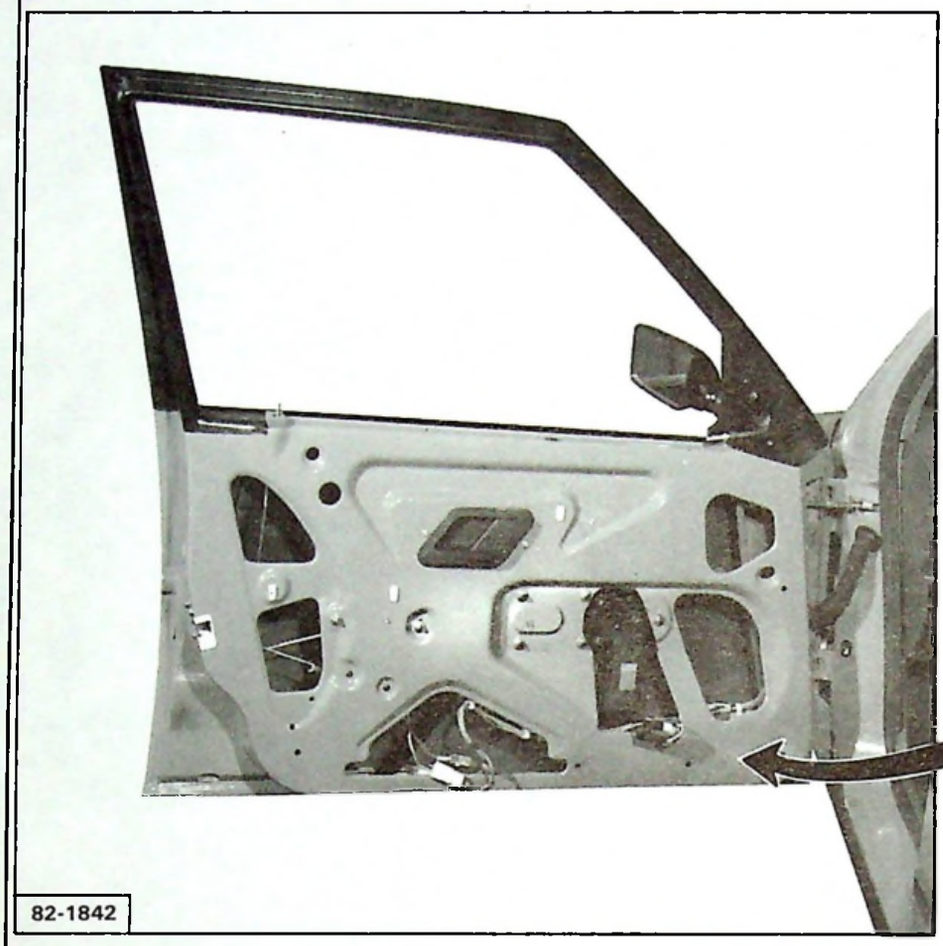

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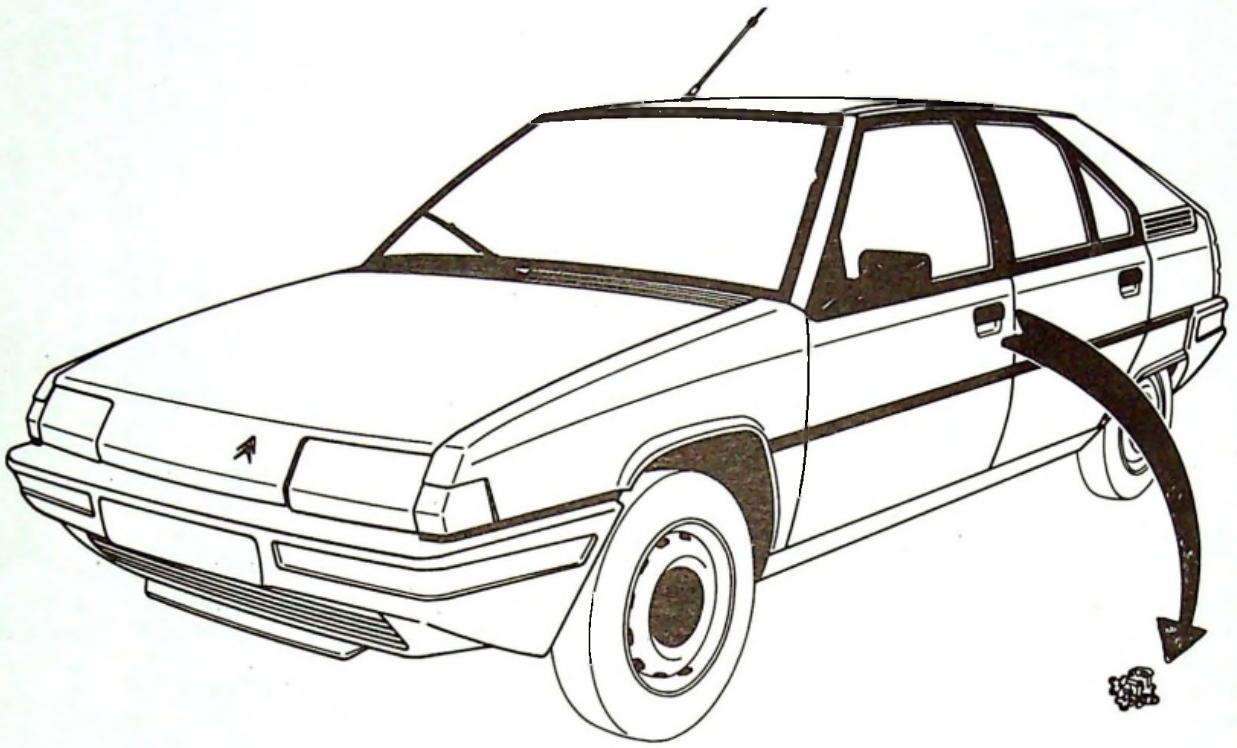

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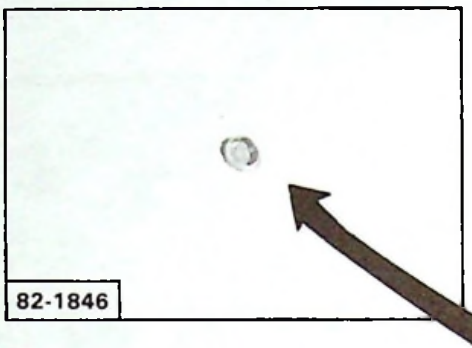
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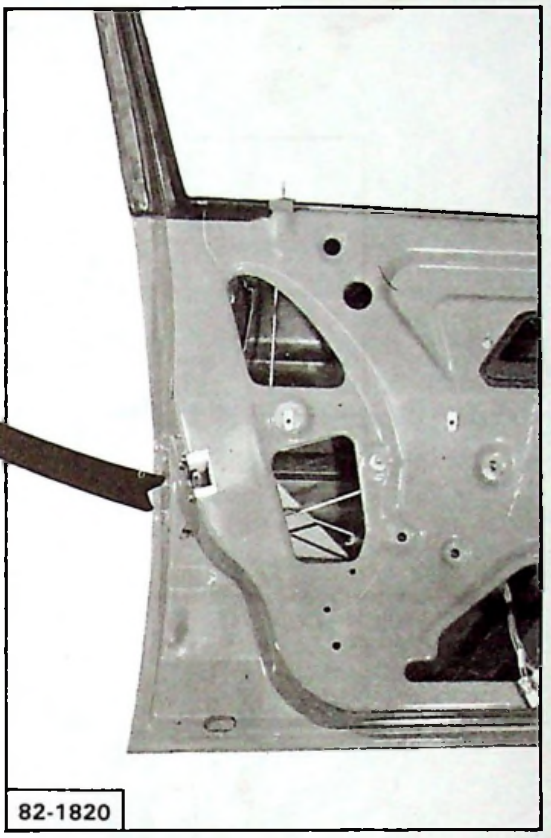
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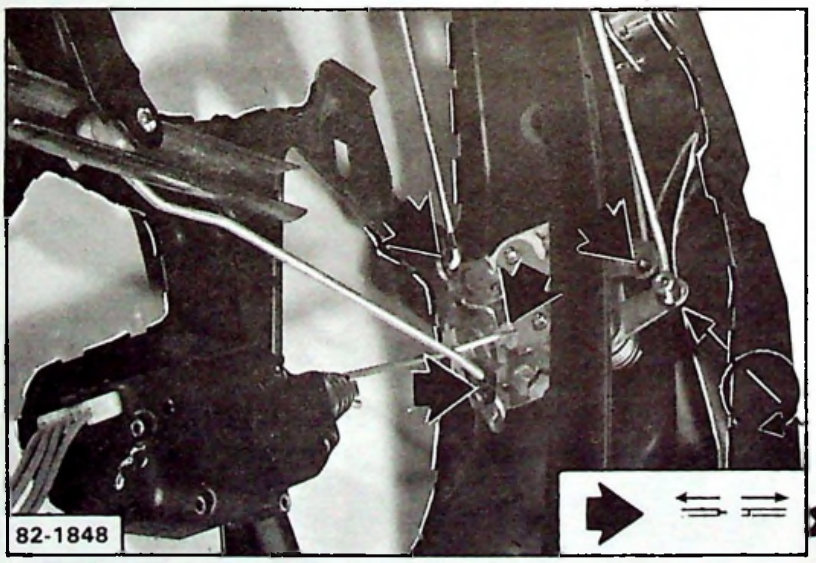
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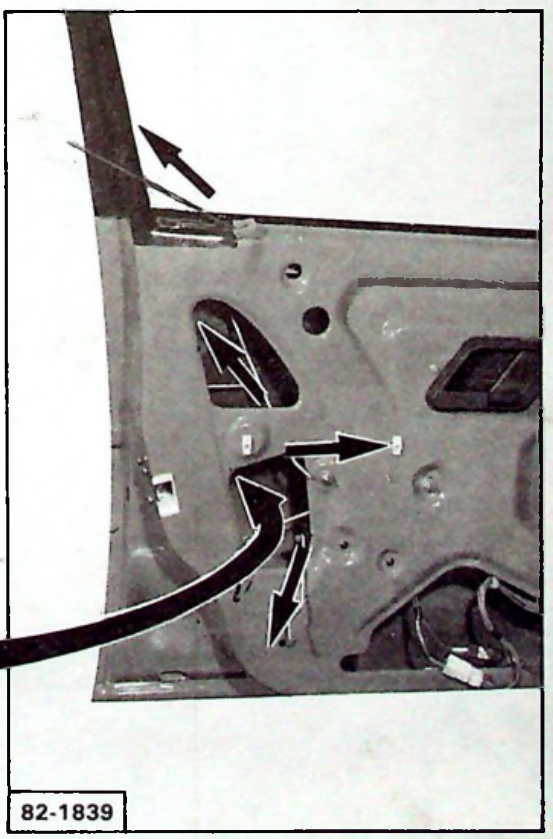
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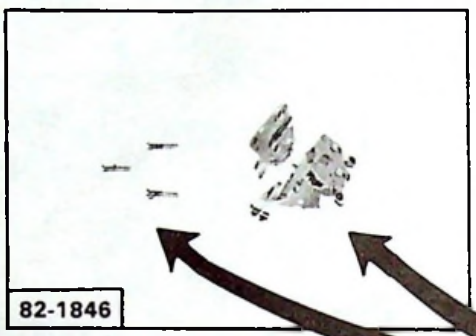
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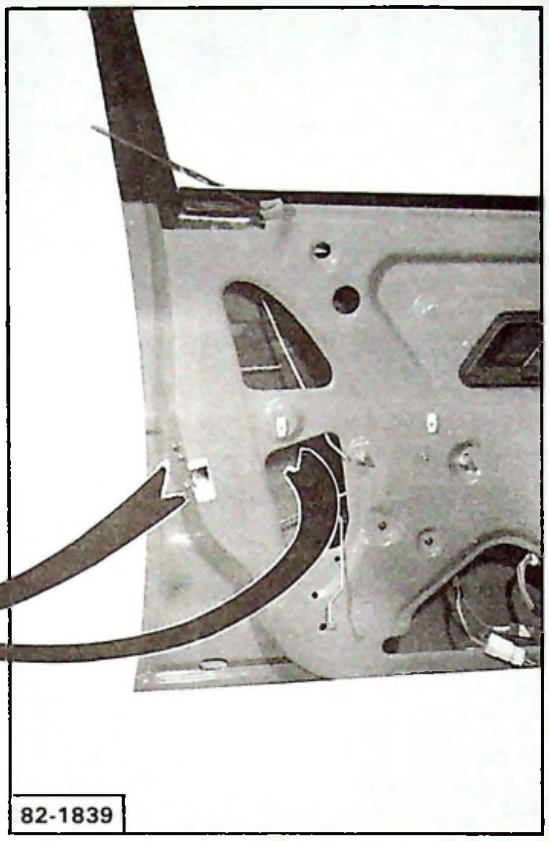
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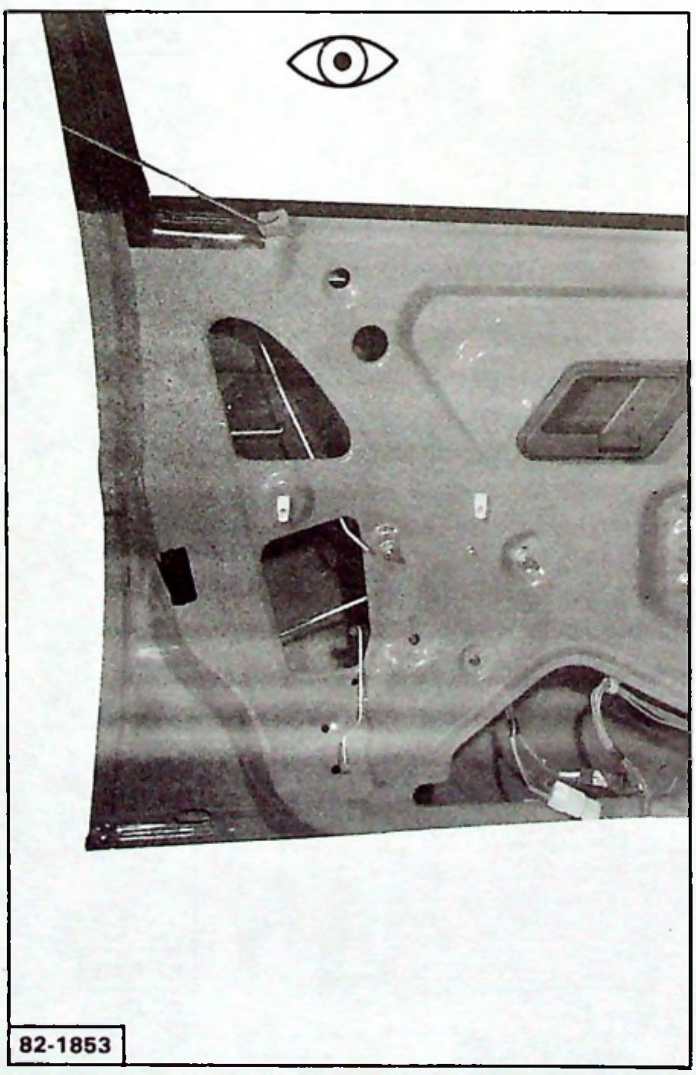
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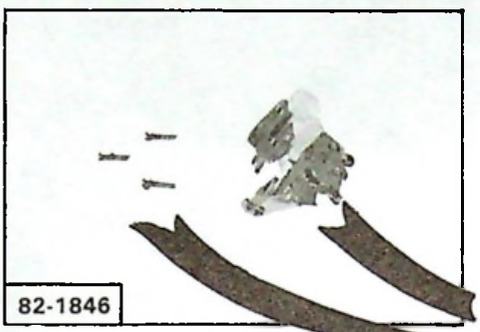
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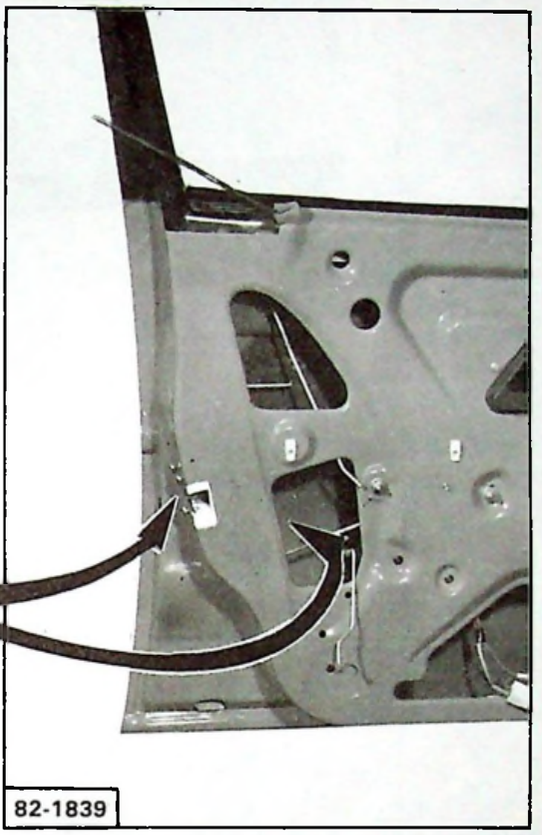
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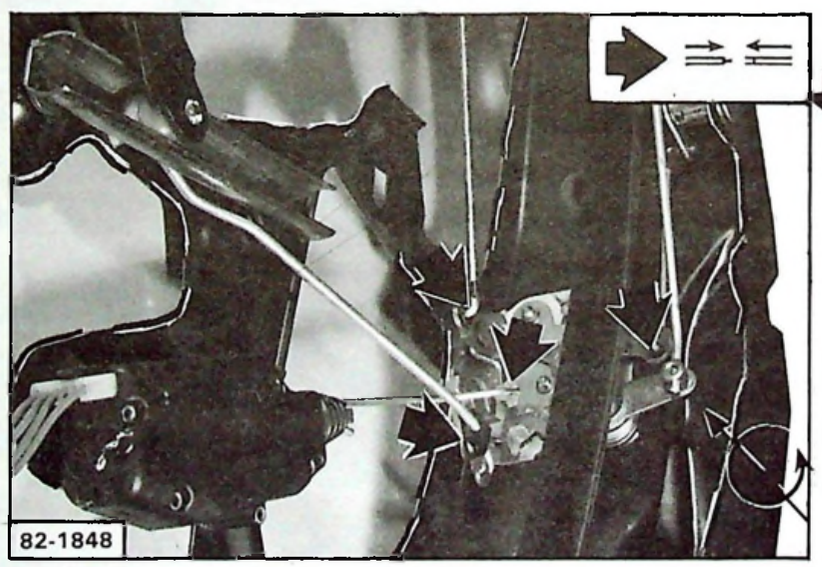
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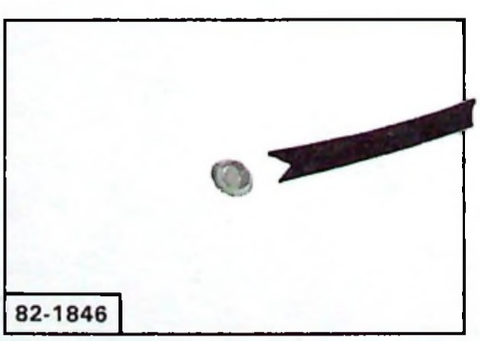
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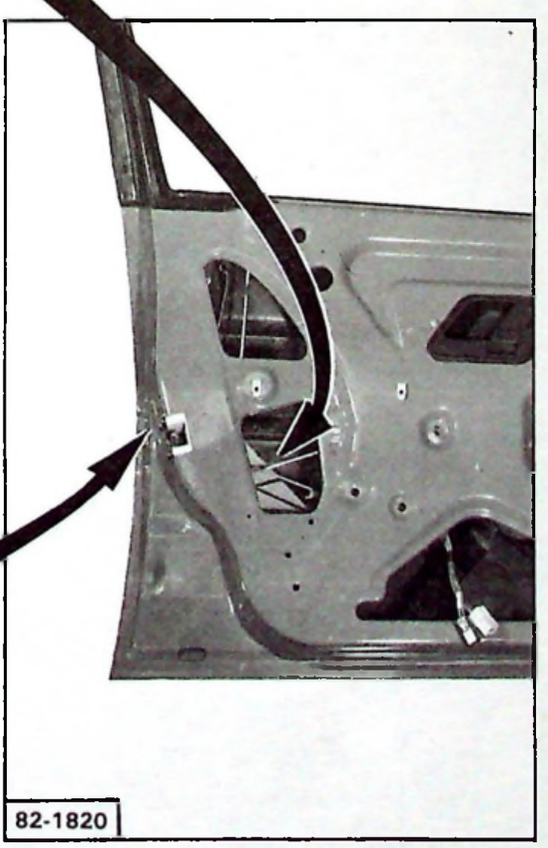
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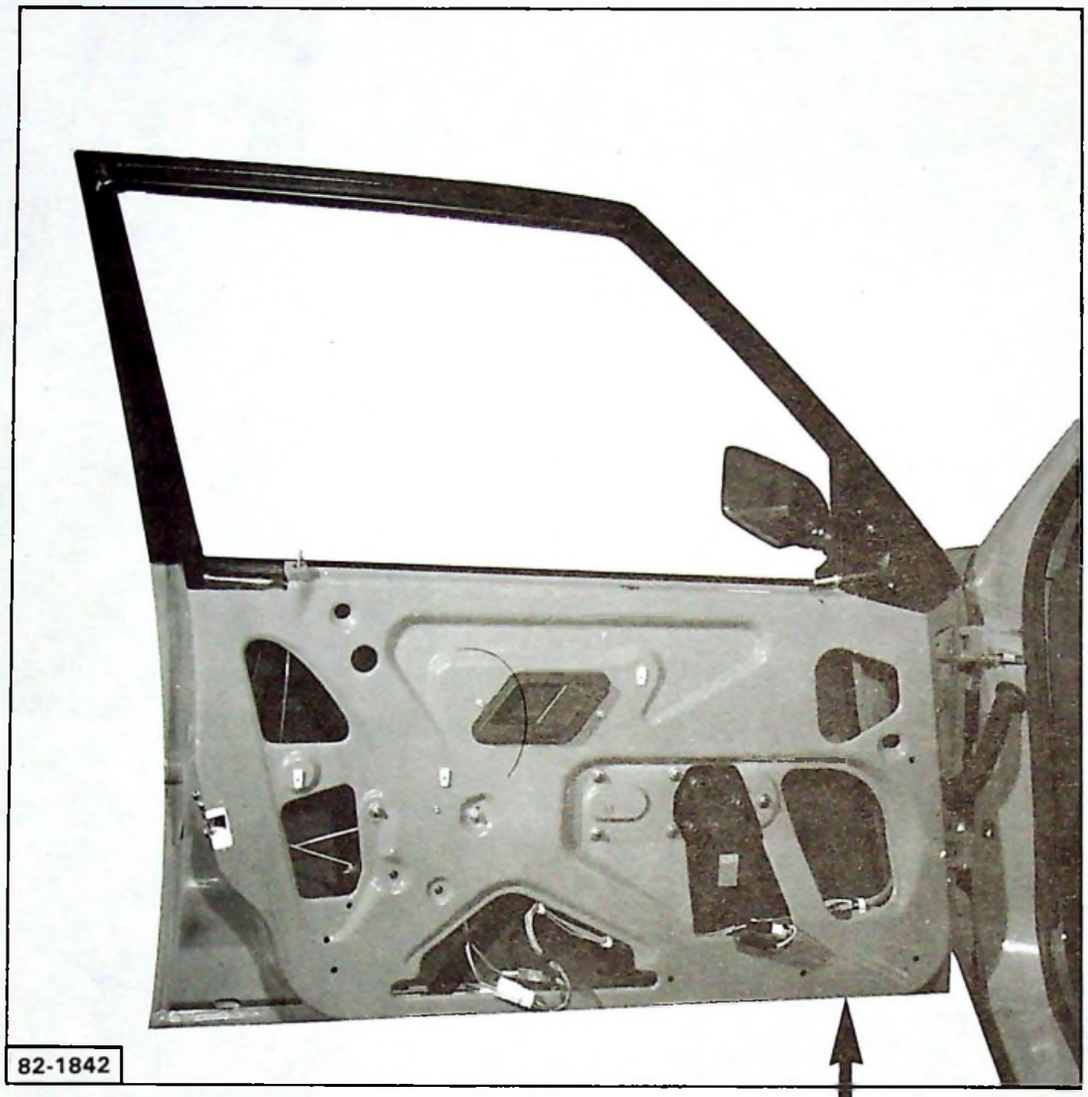

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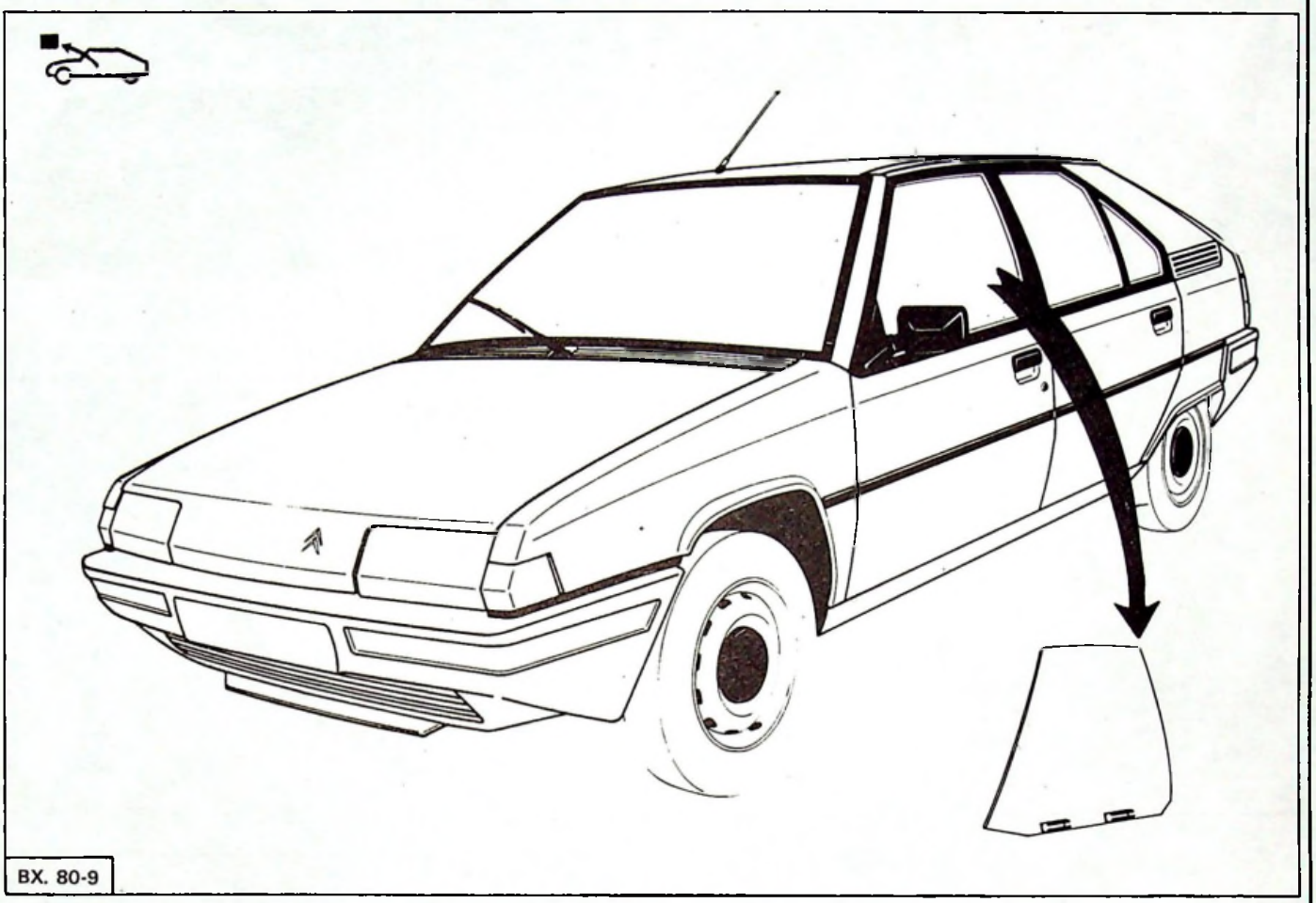

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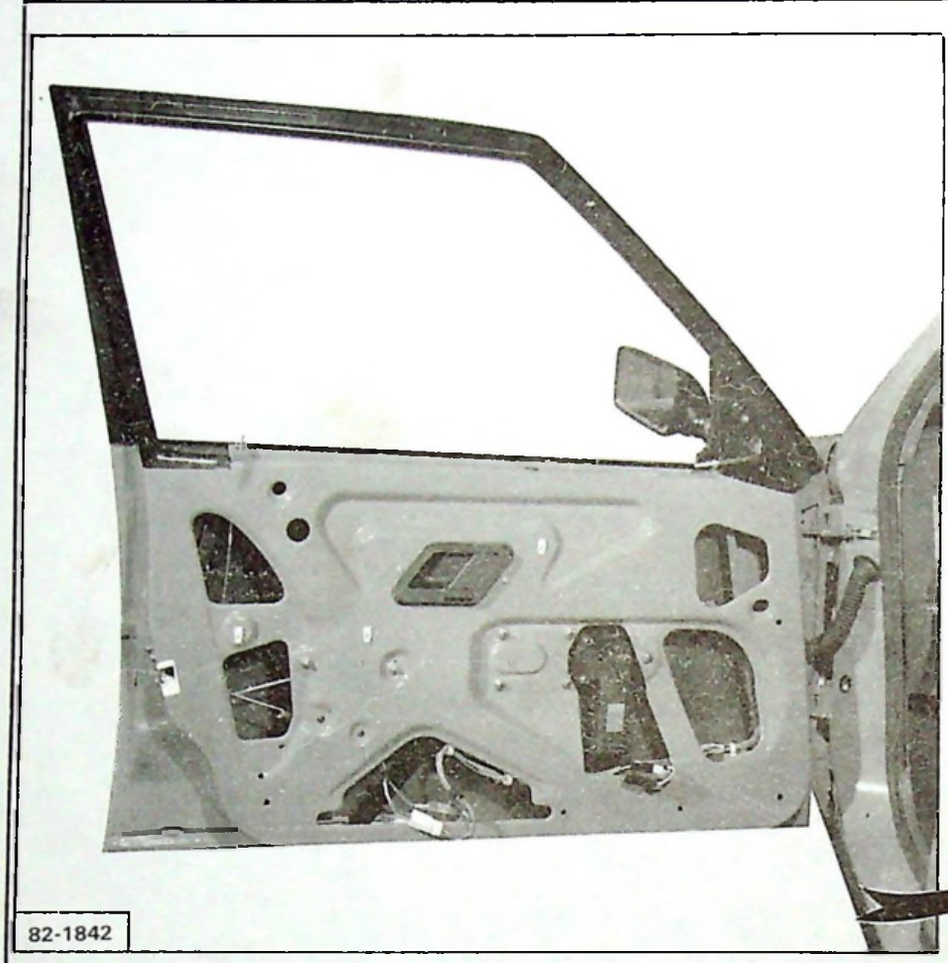
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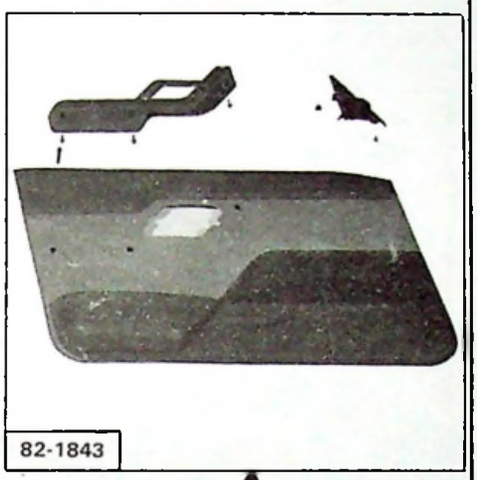
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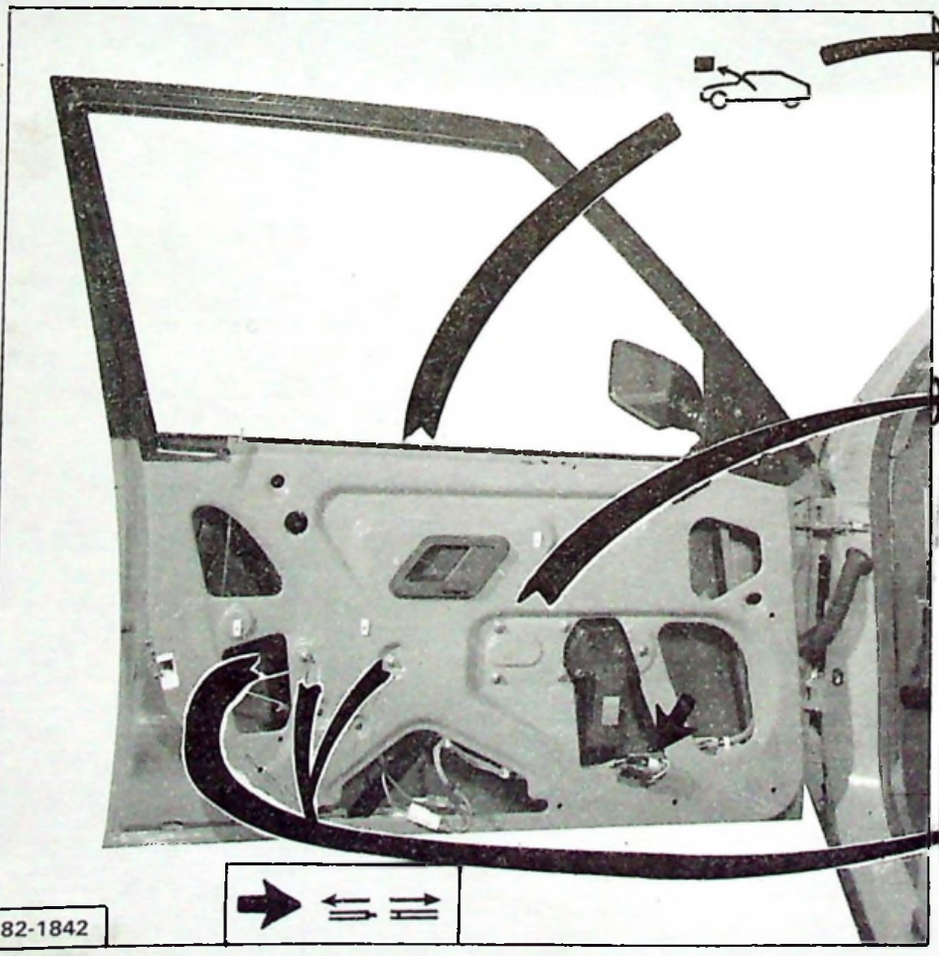
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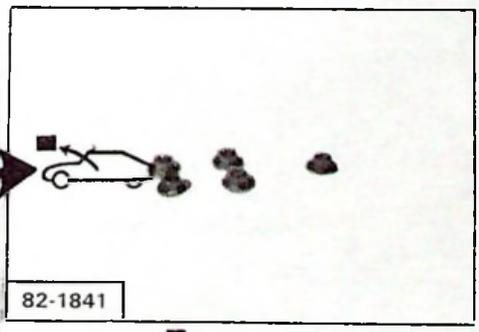
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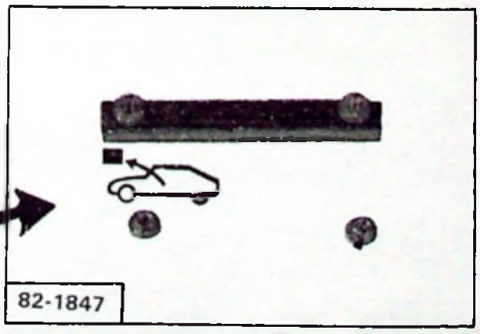
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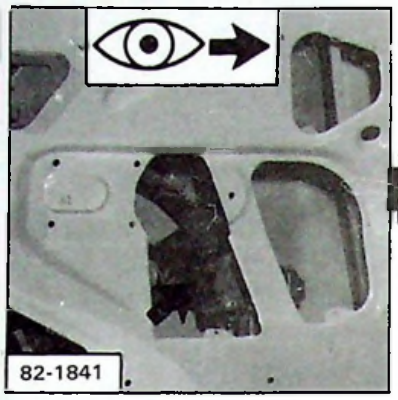
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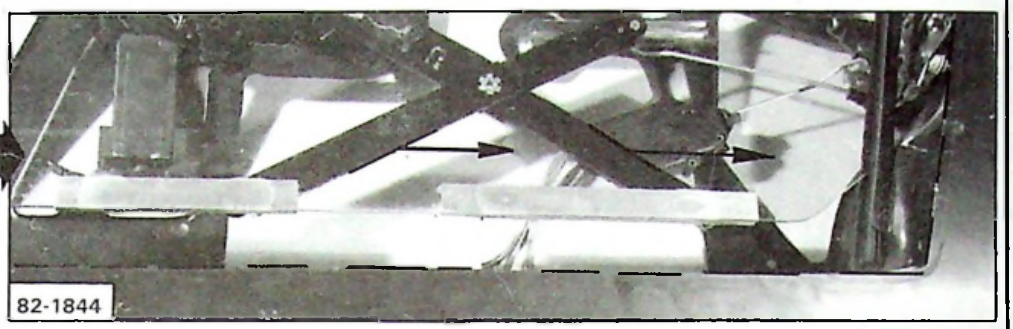
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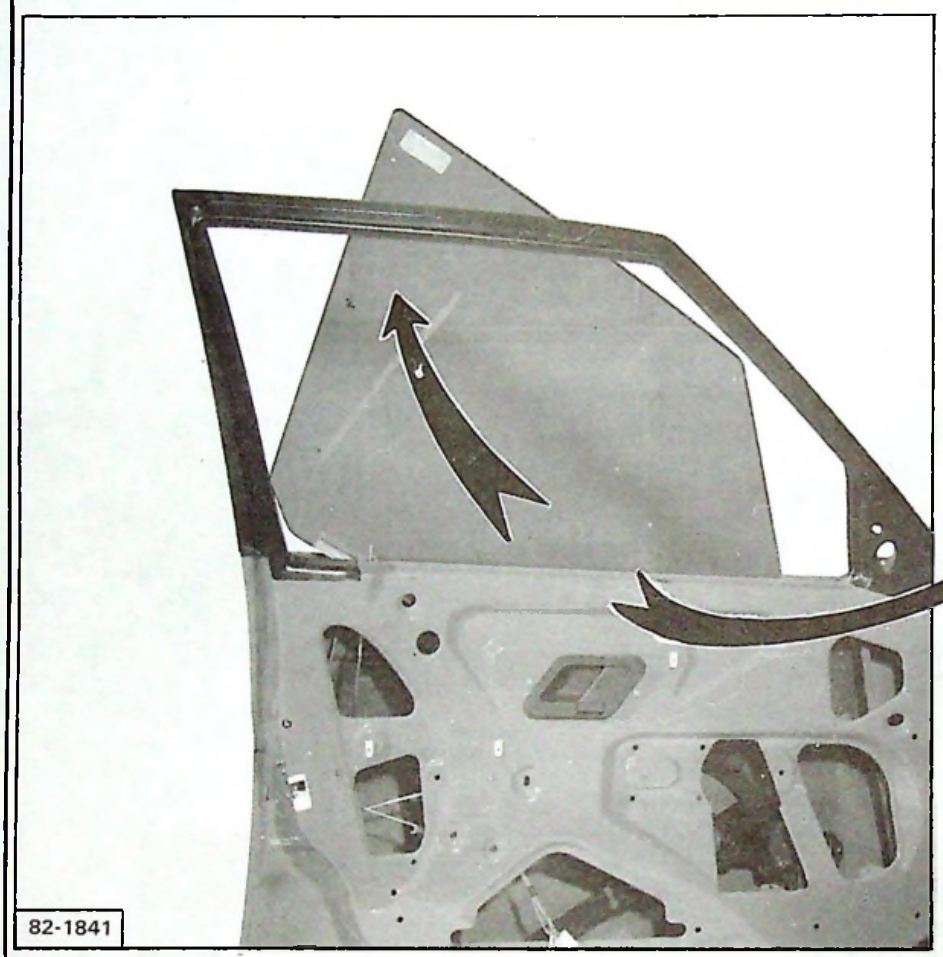
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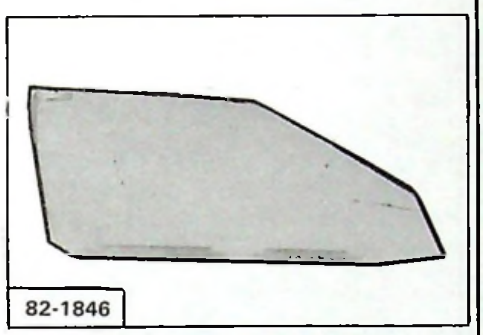
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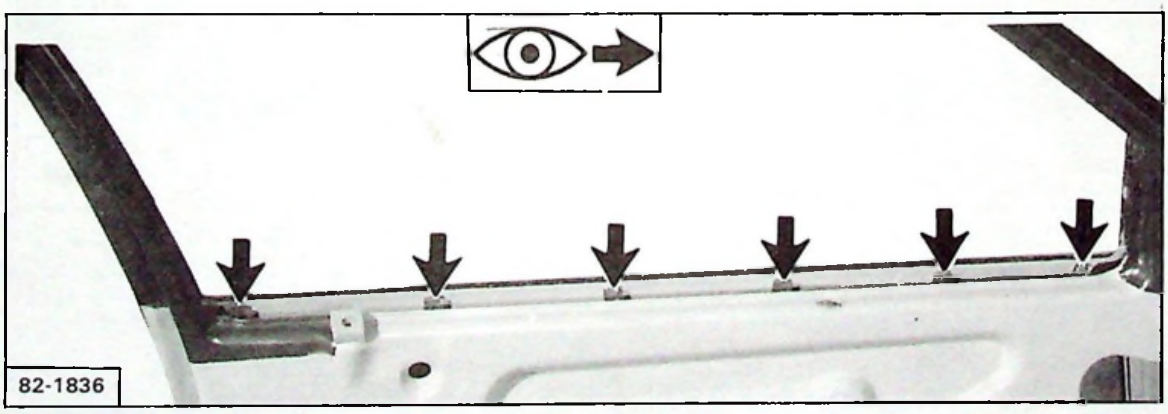
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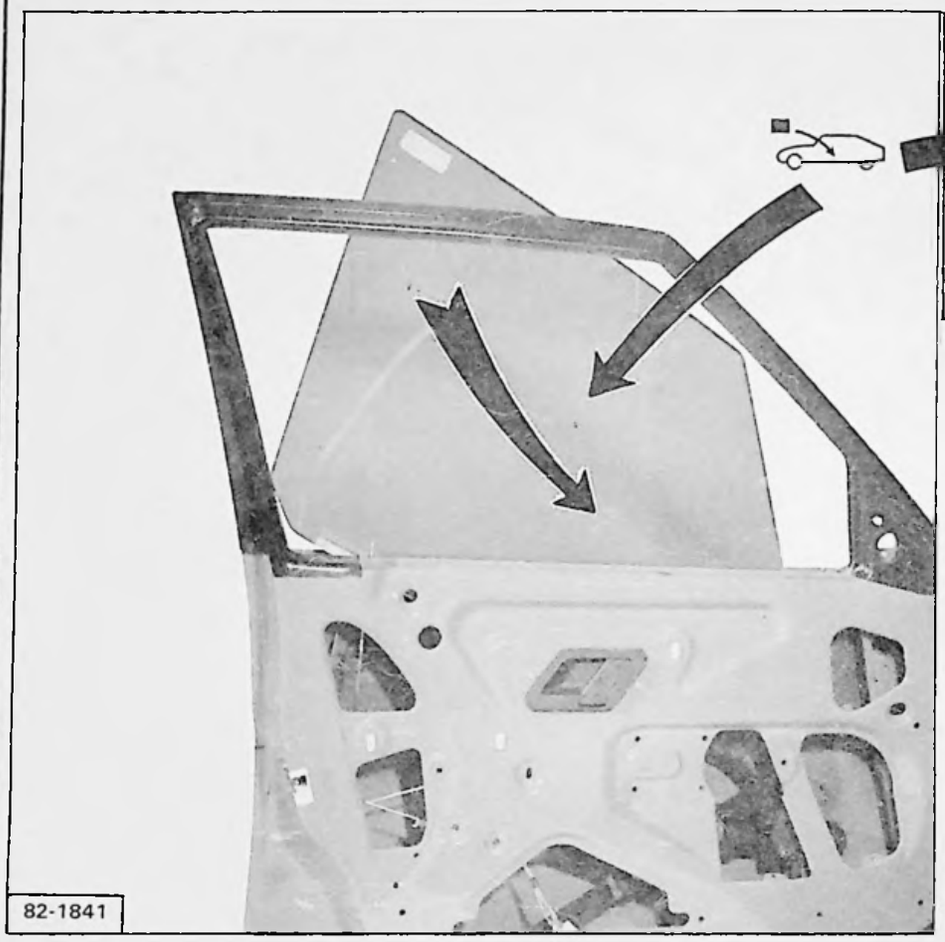
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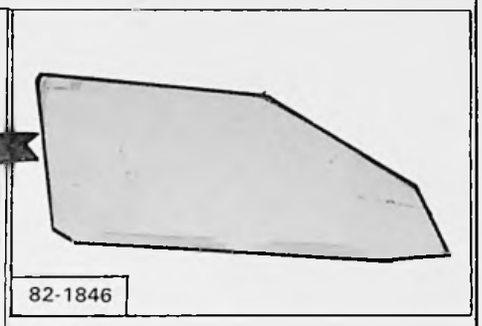
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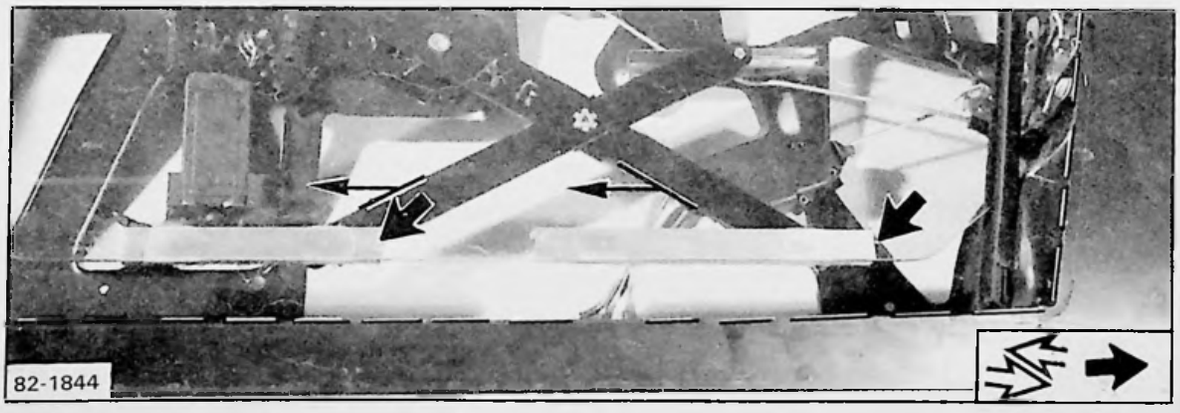
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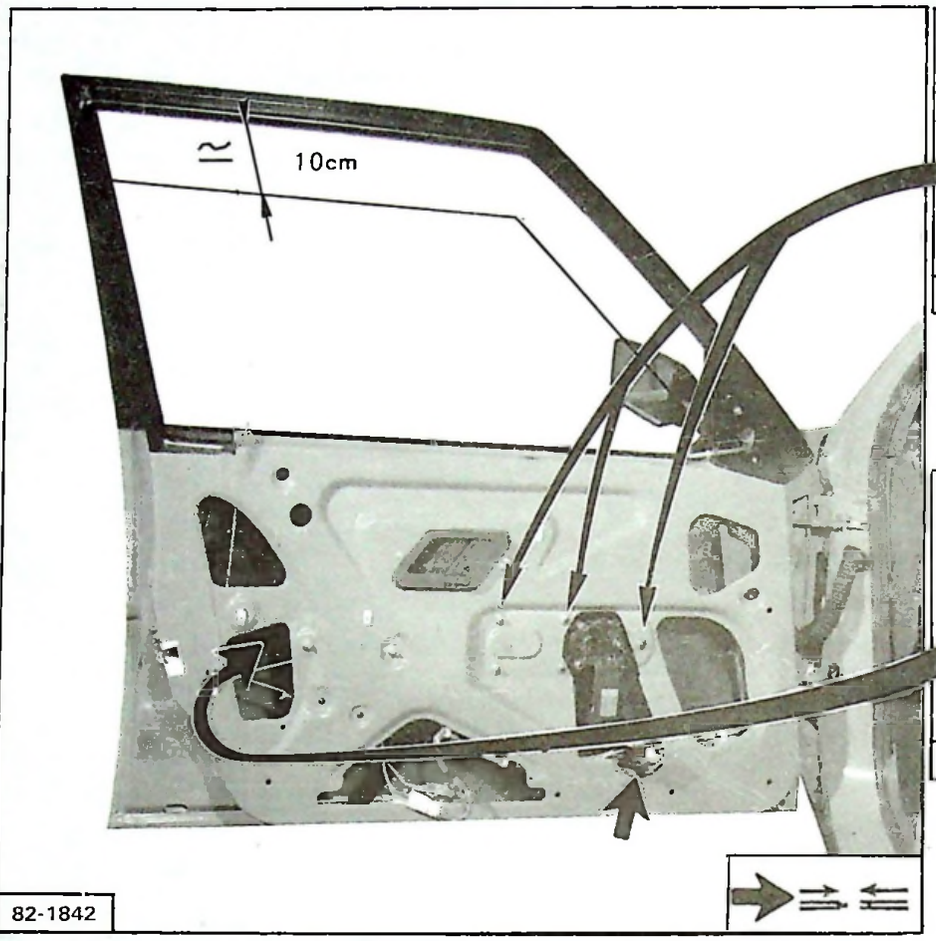

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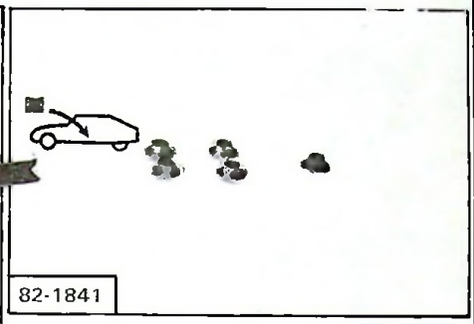

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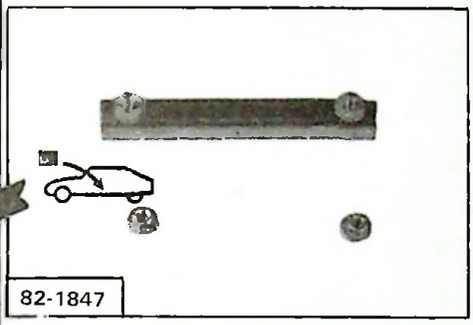

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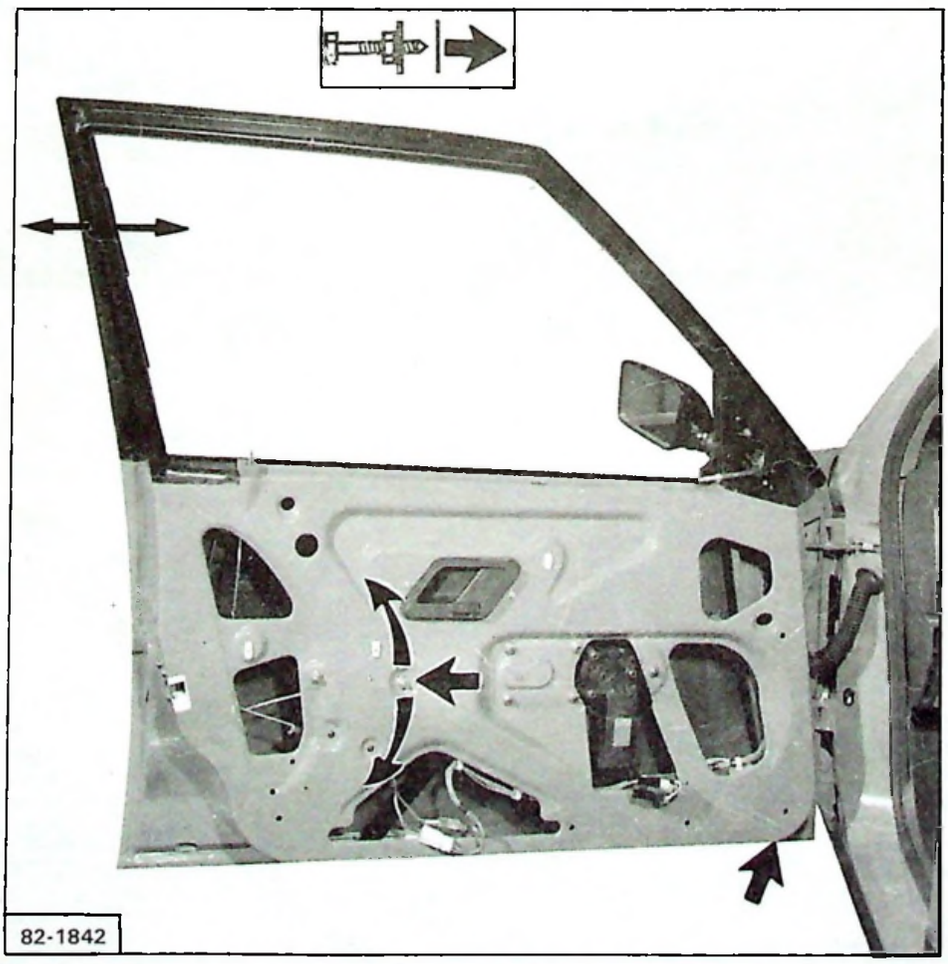

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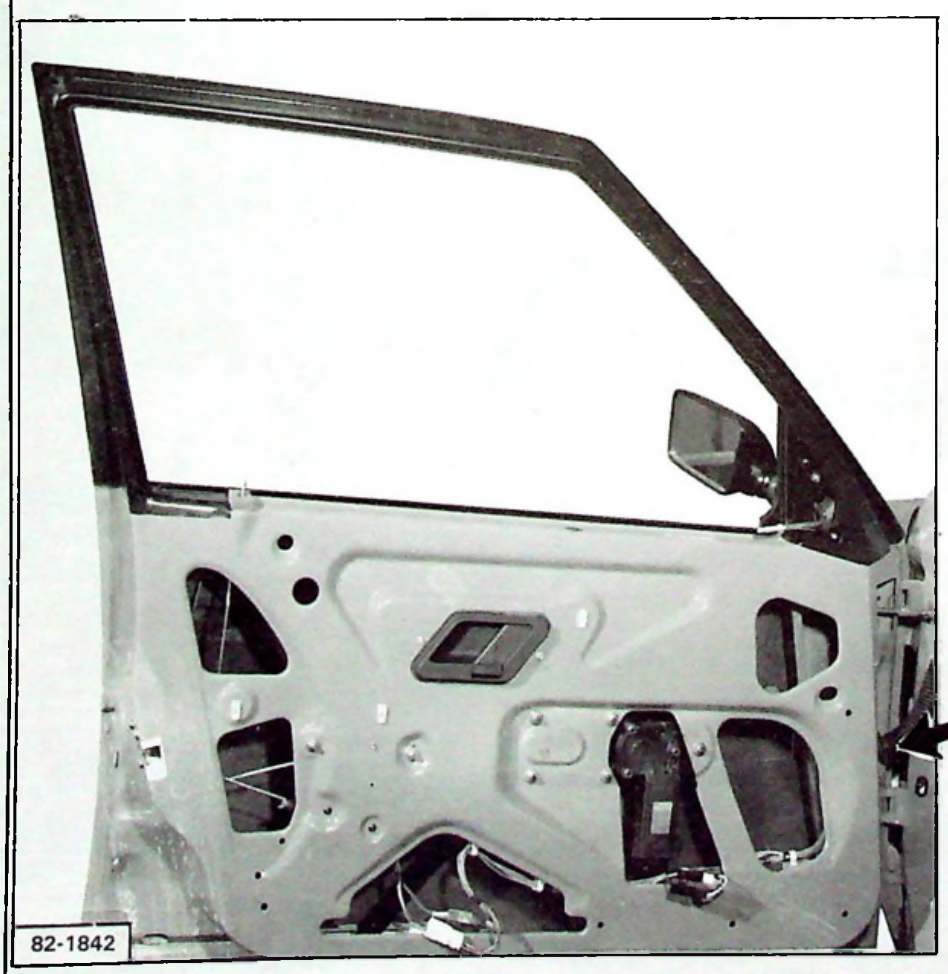

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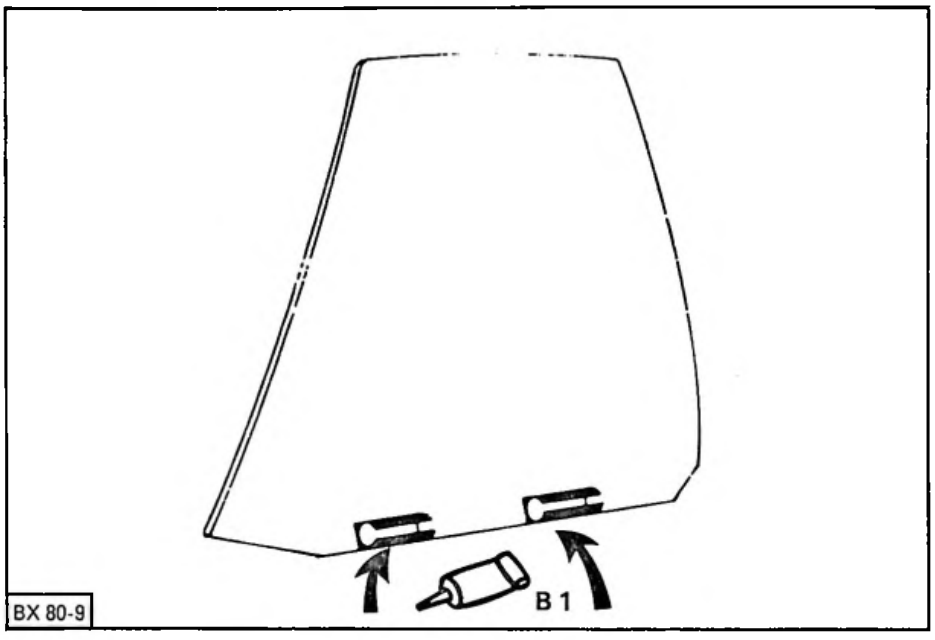

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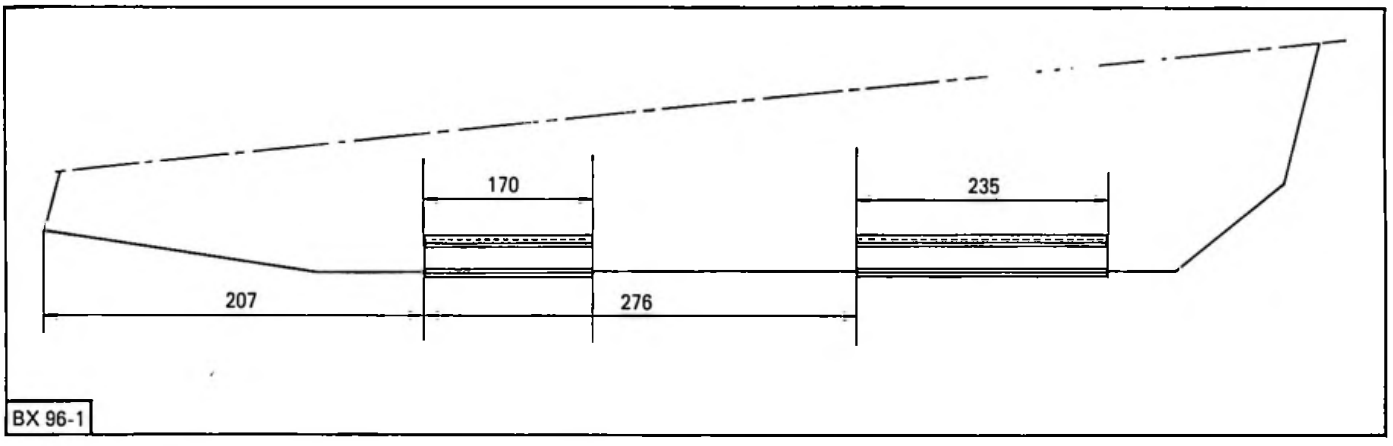

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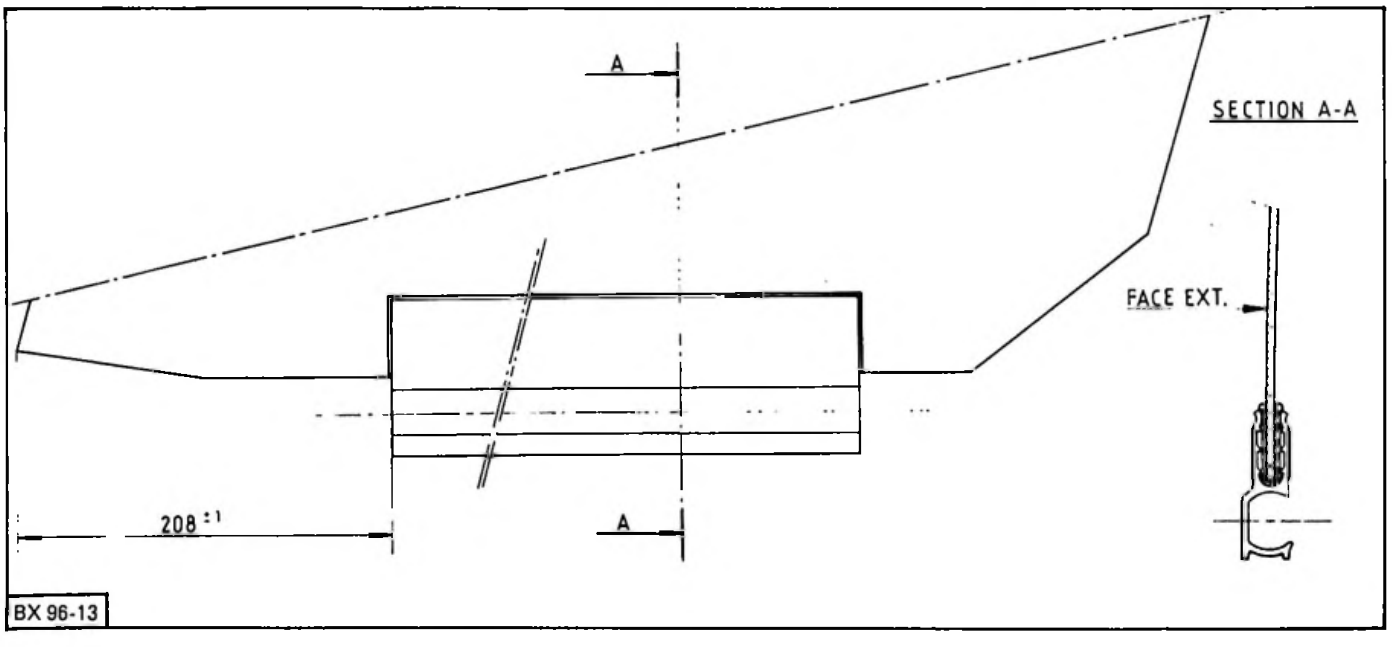

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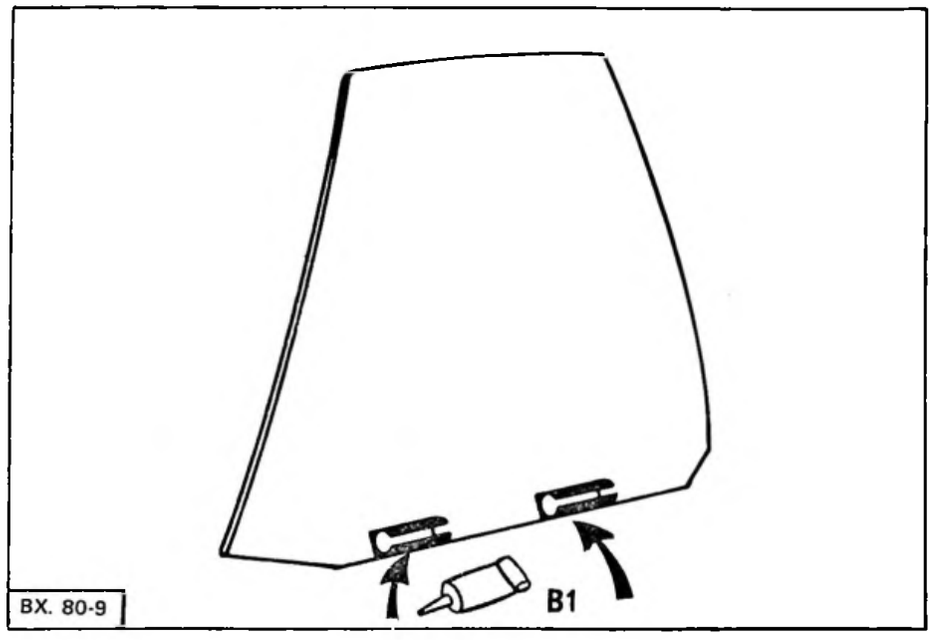

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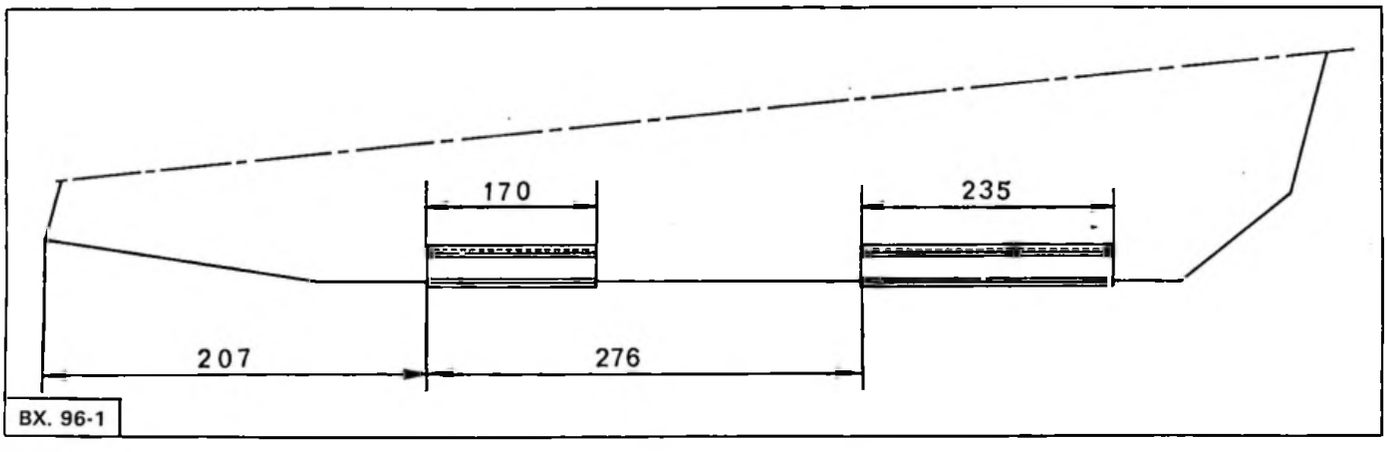

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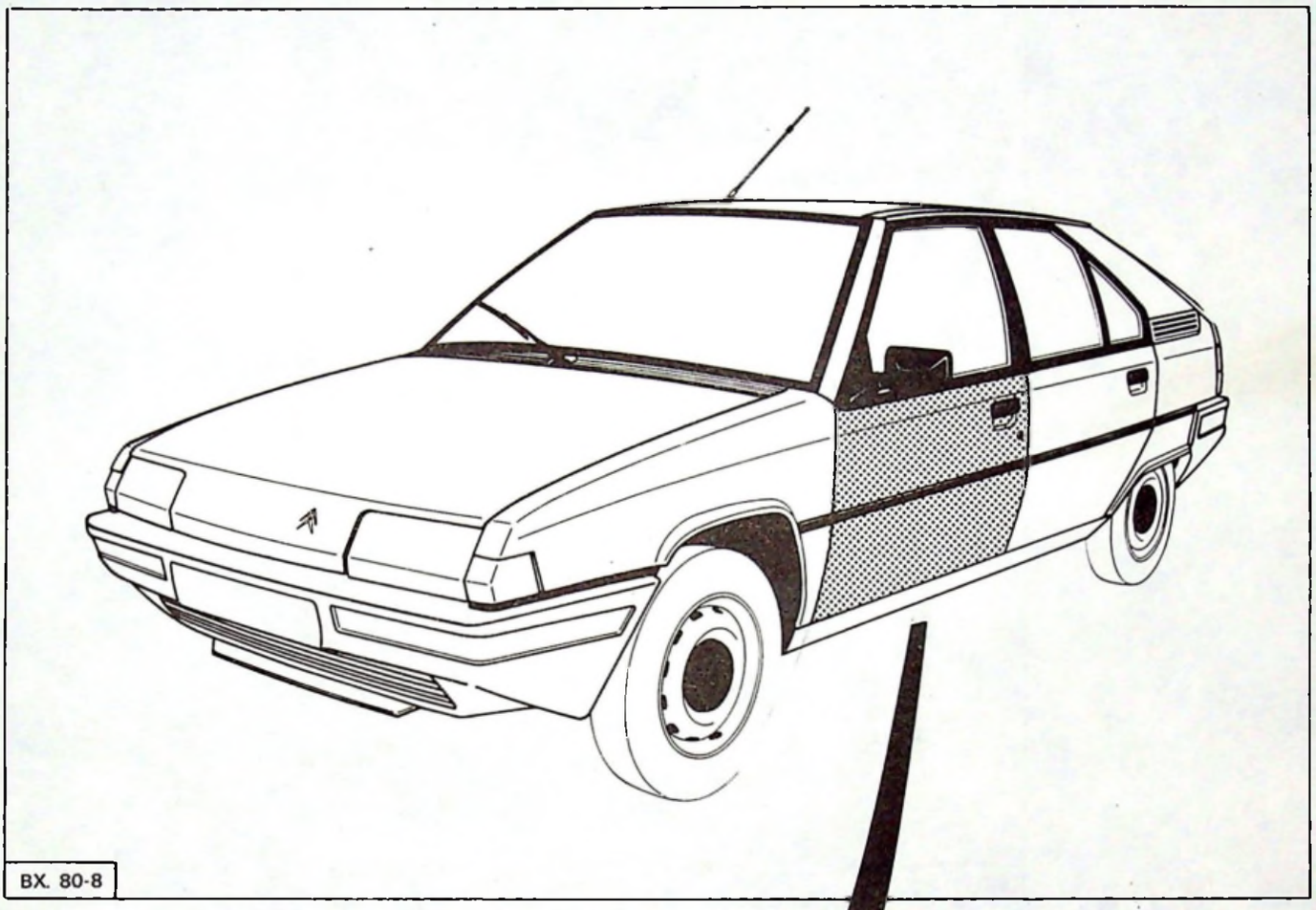

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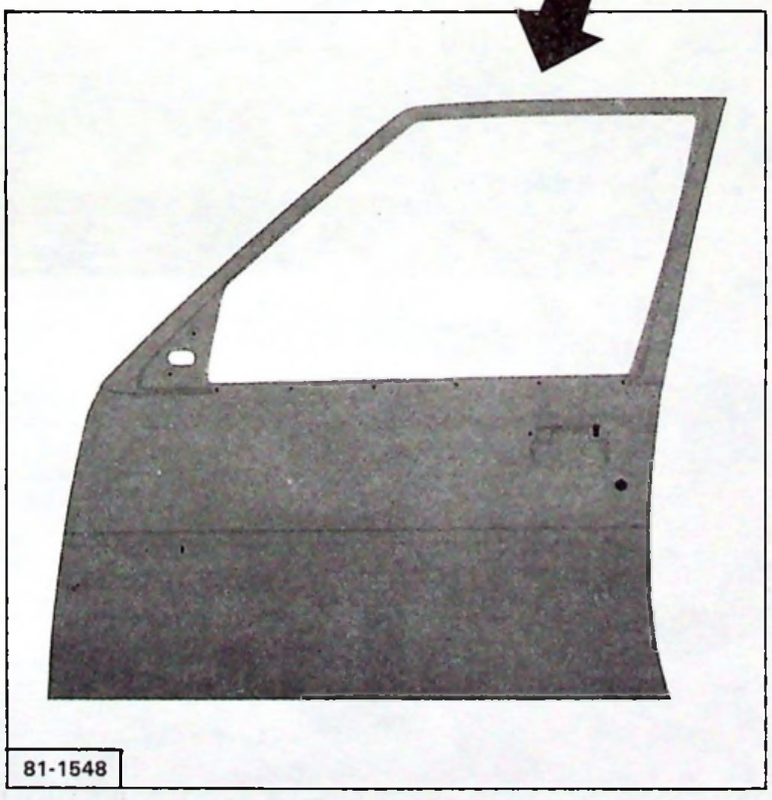

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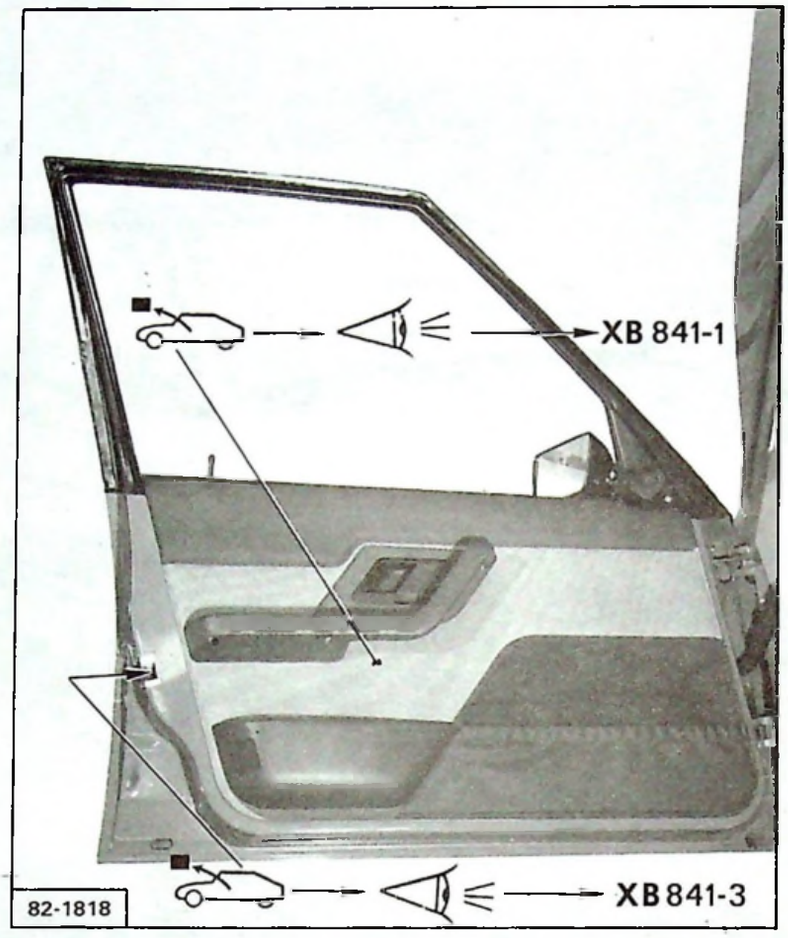
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XB 841-3
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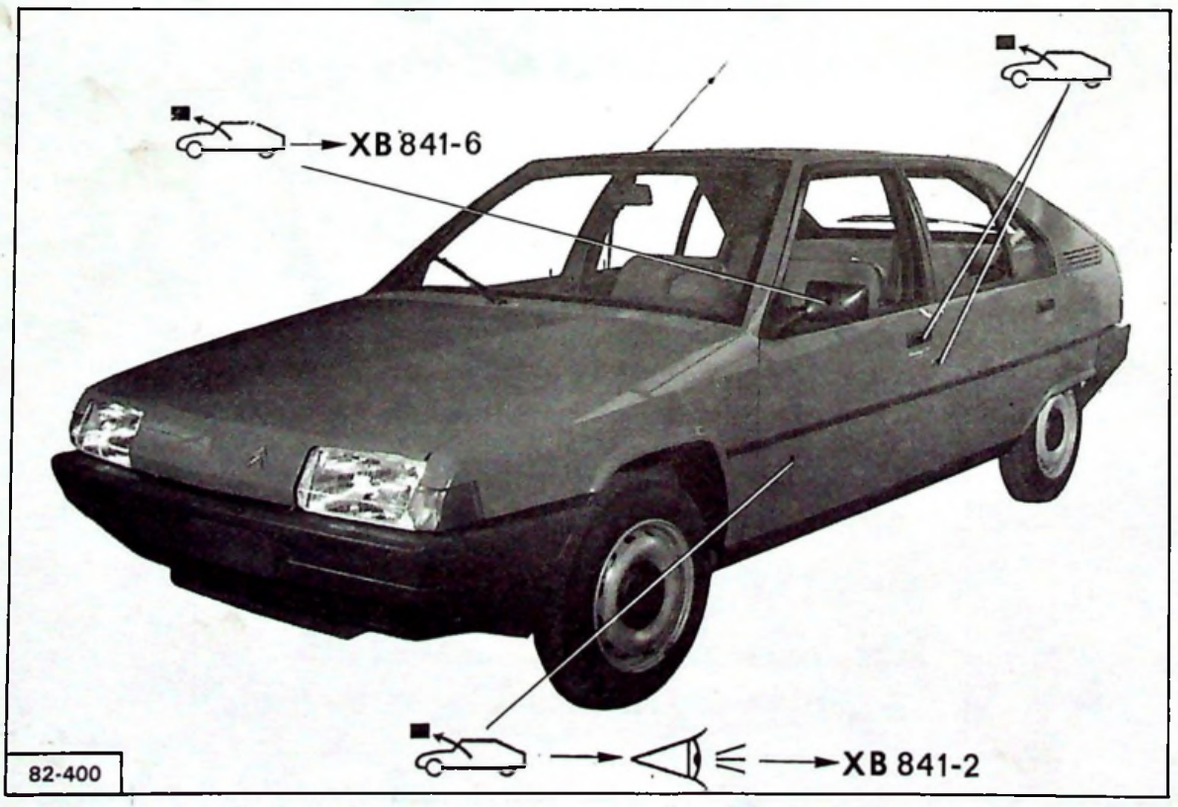
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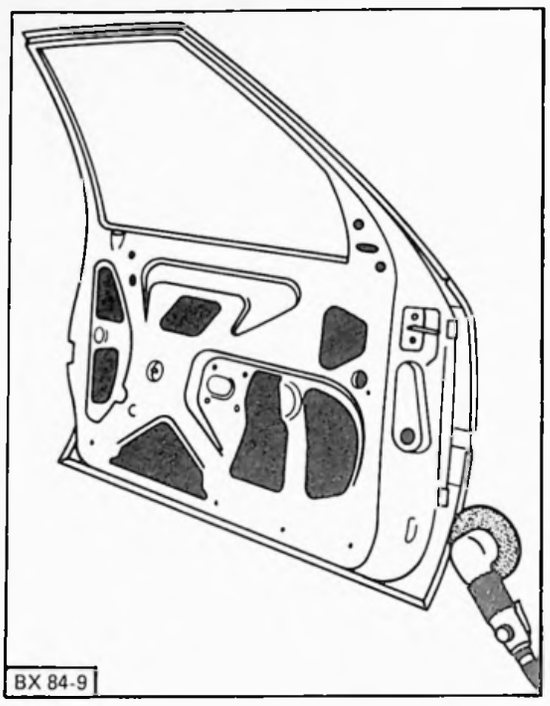
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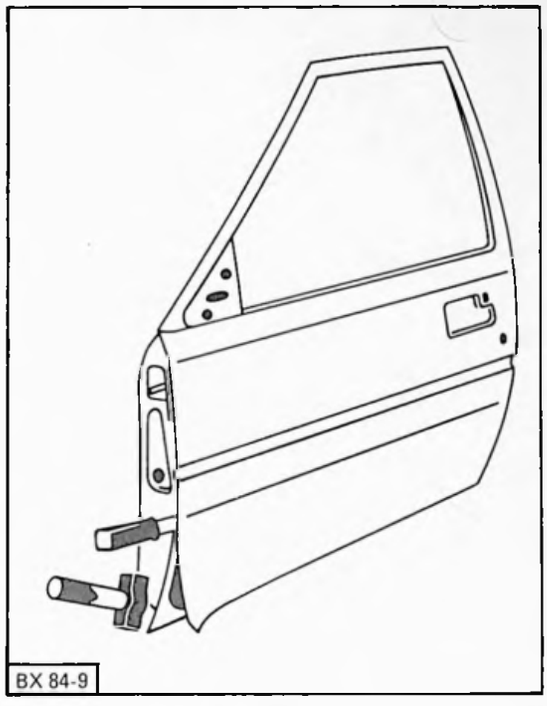
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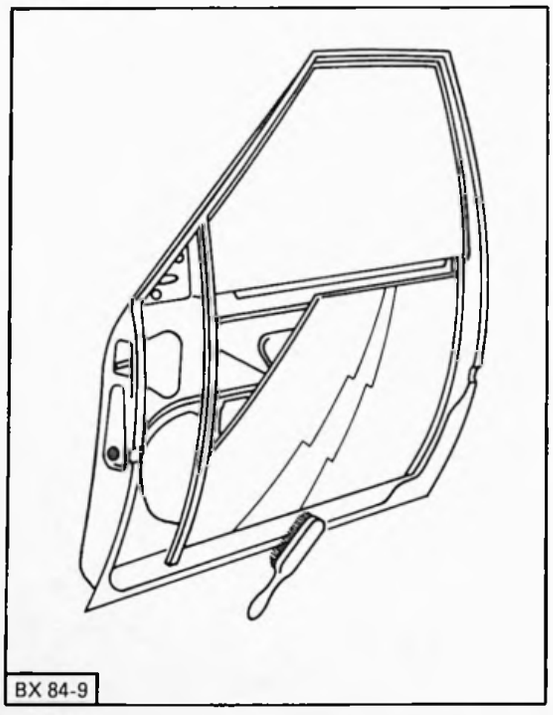
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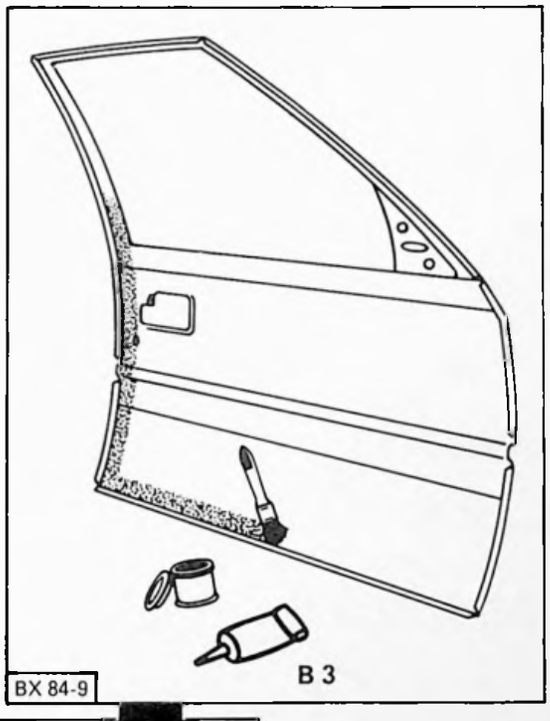
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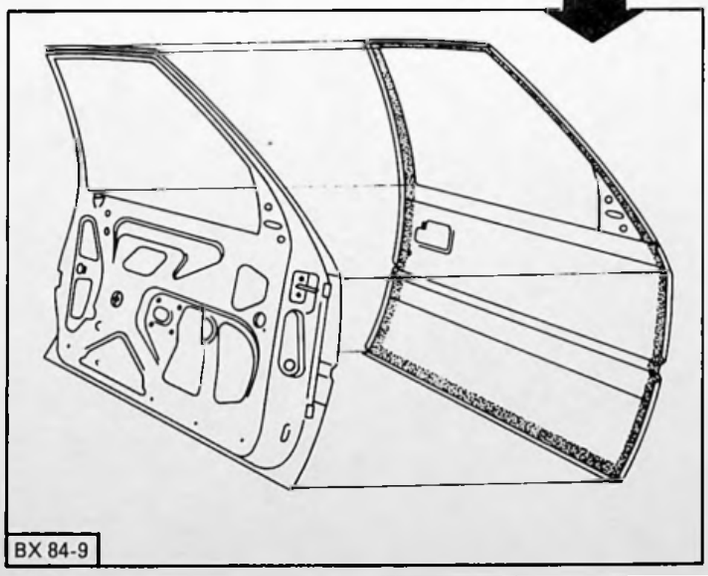
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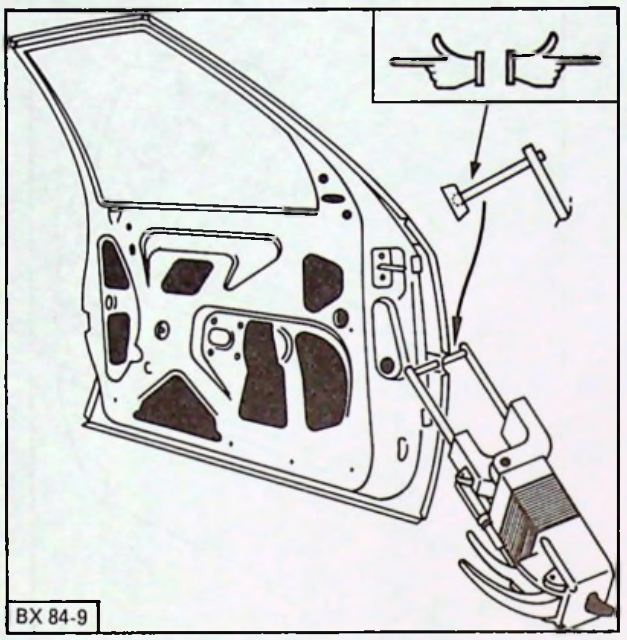
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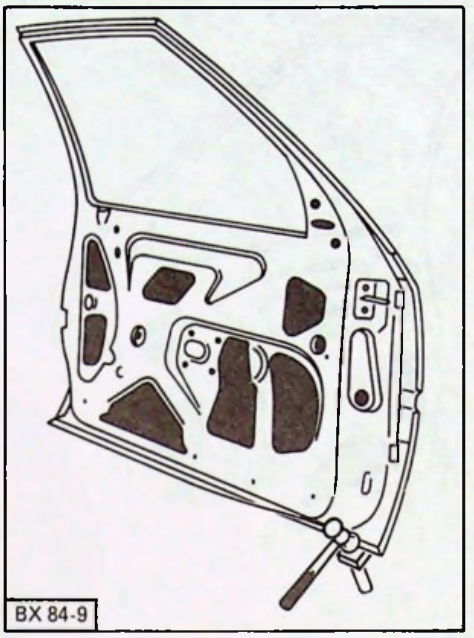
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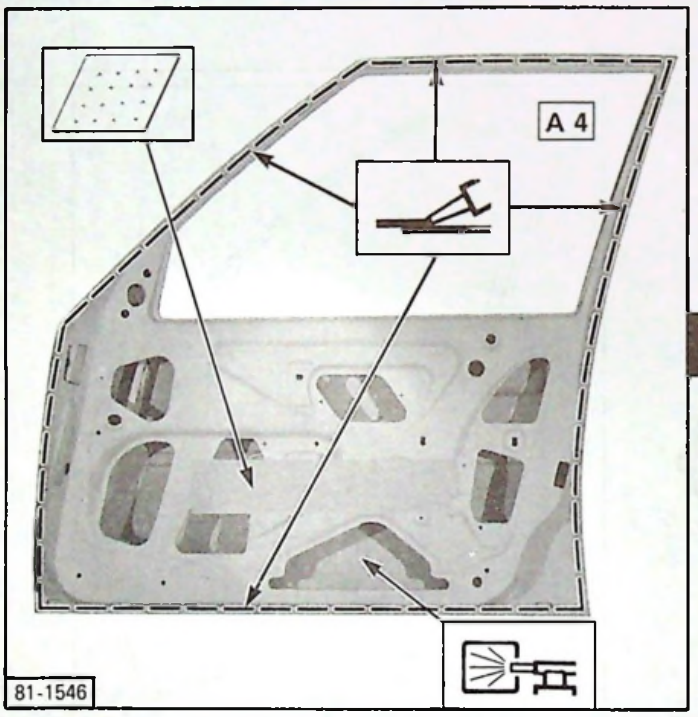
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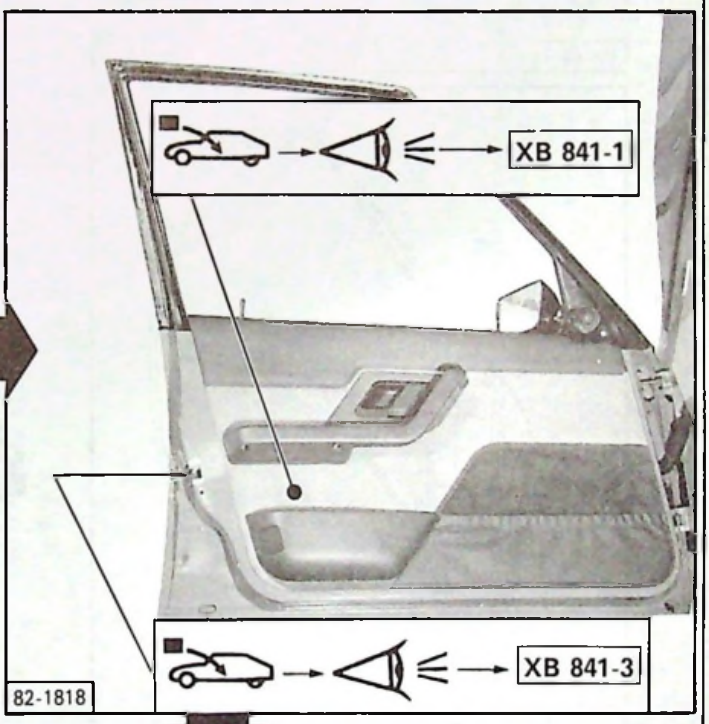
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XB 841-3
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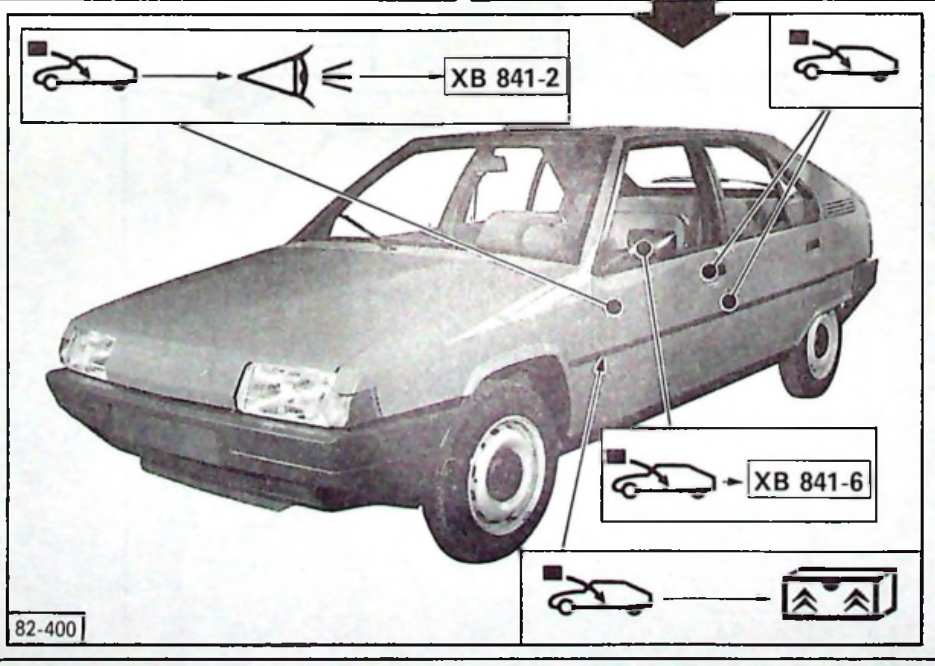
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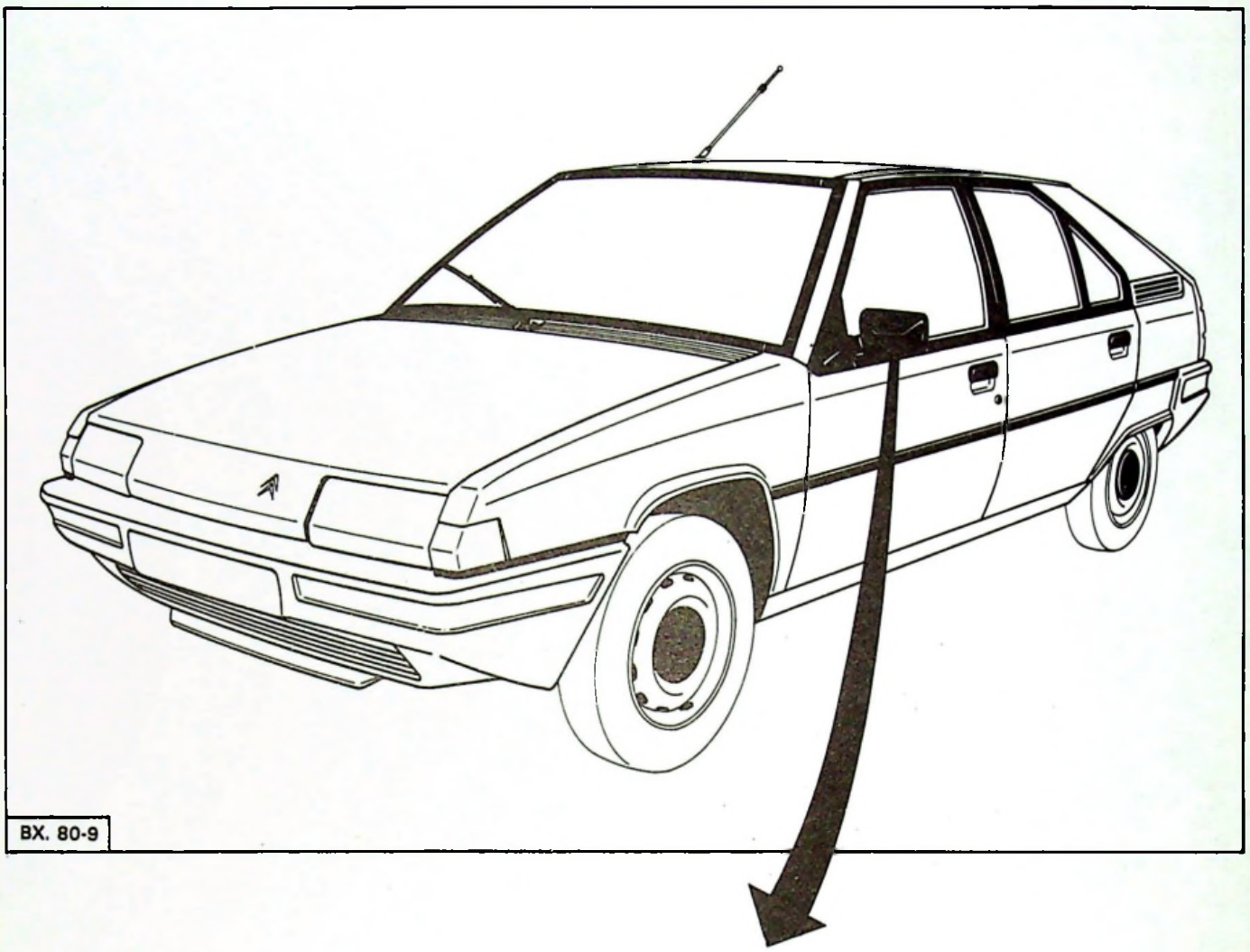

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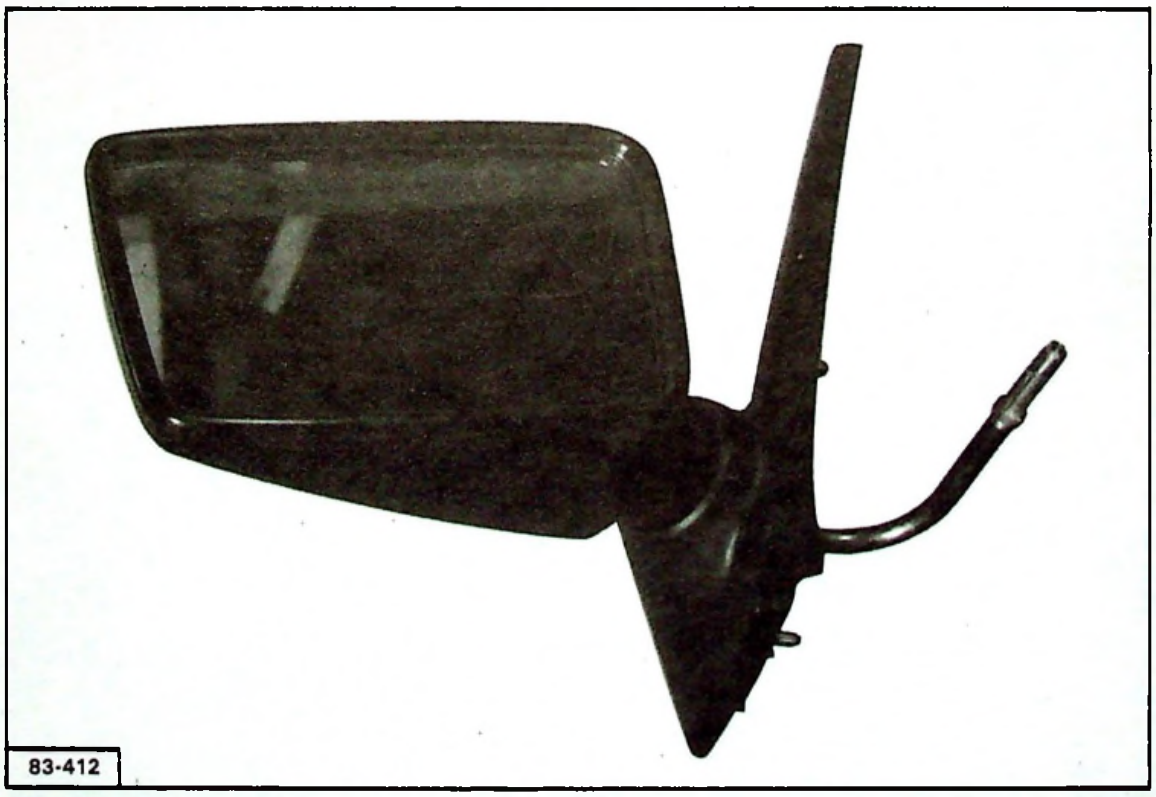

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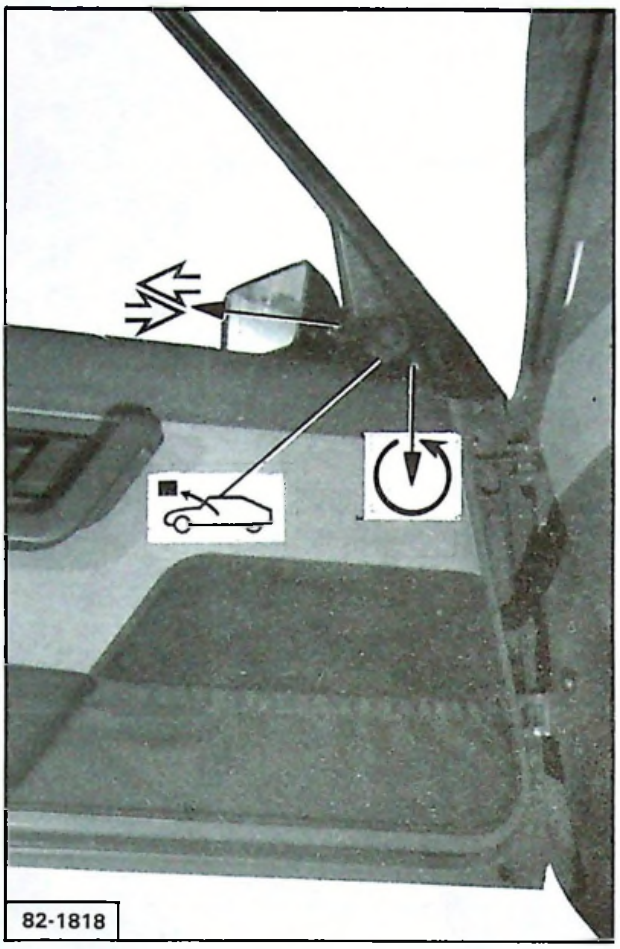
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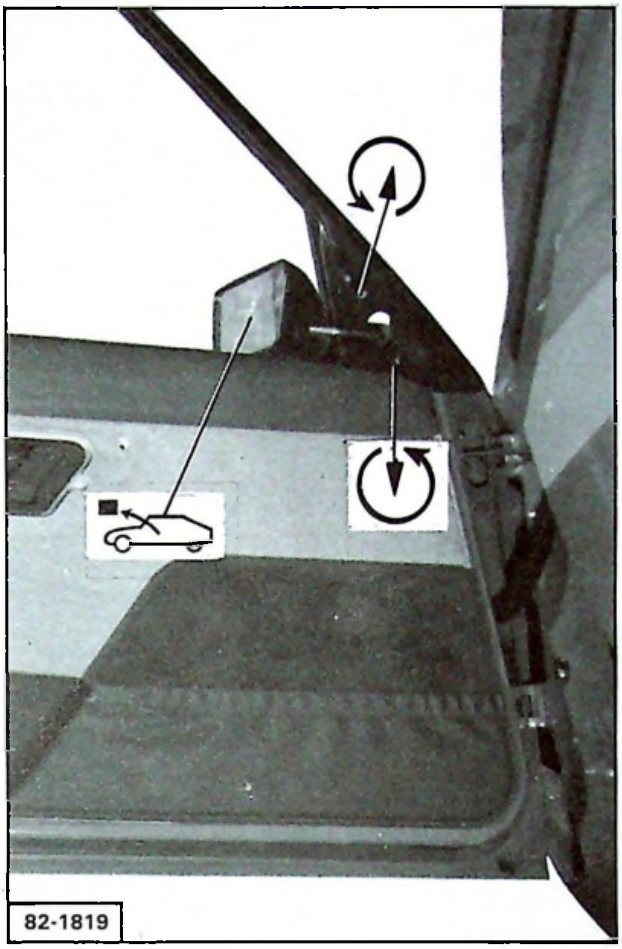
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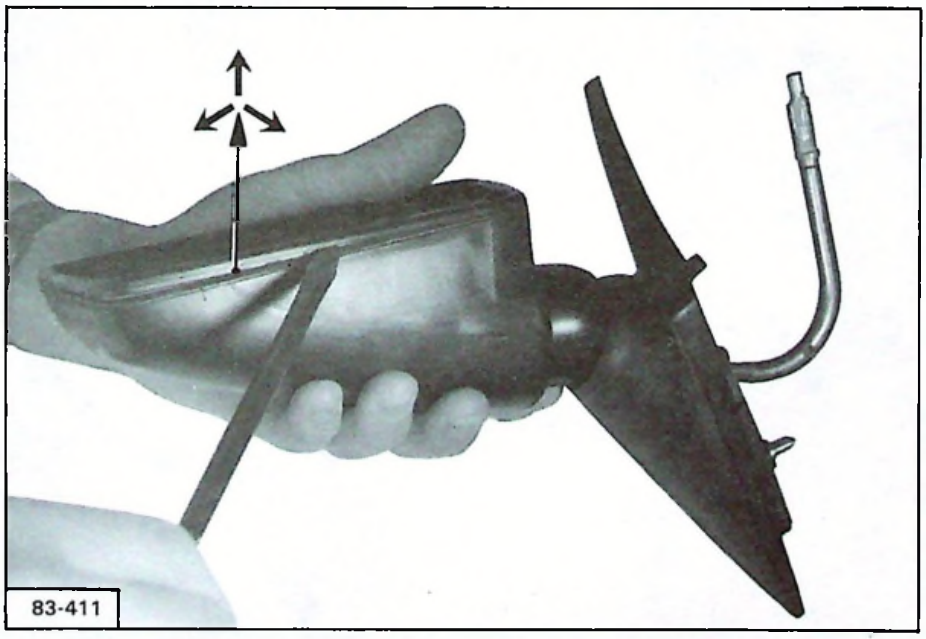
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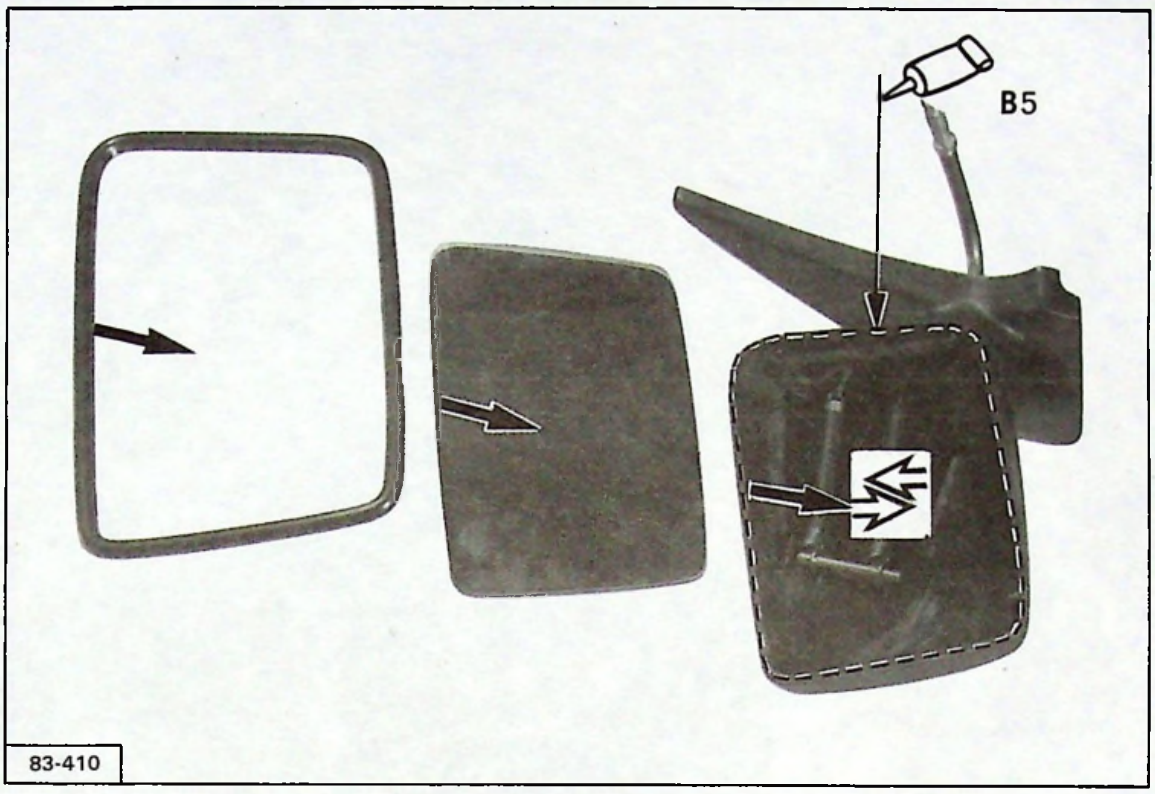
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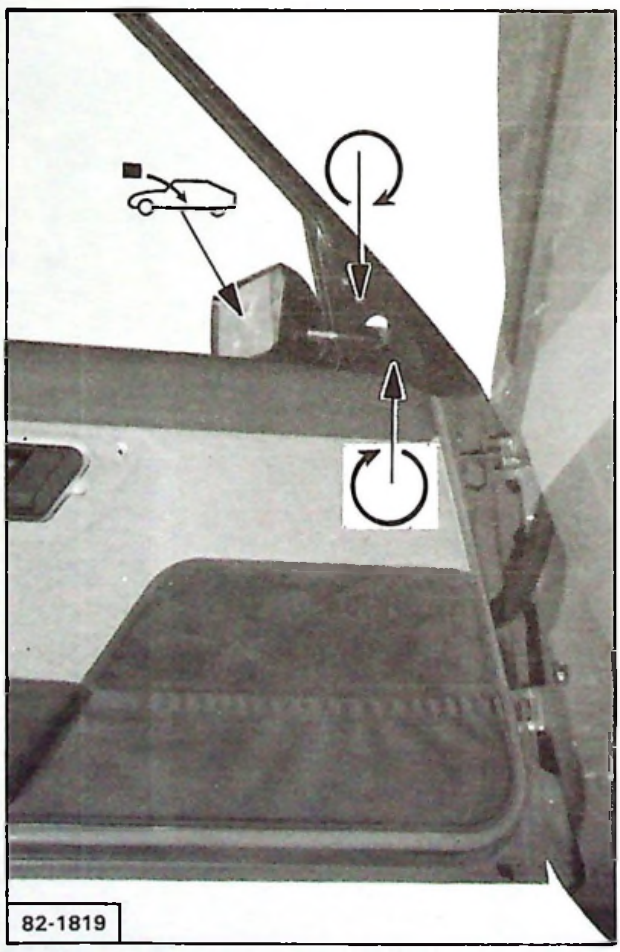
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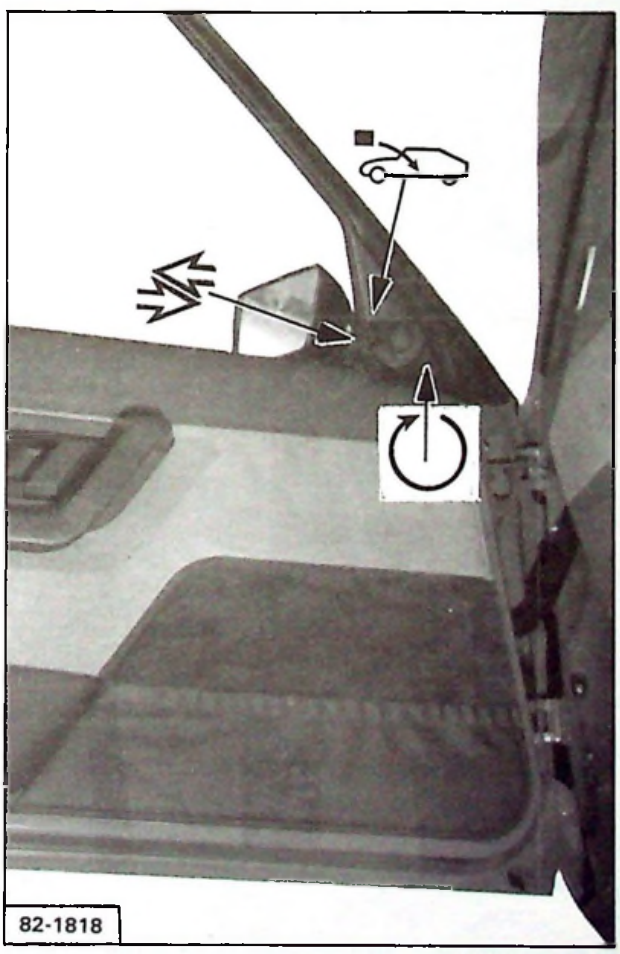
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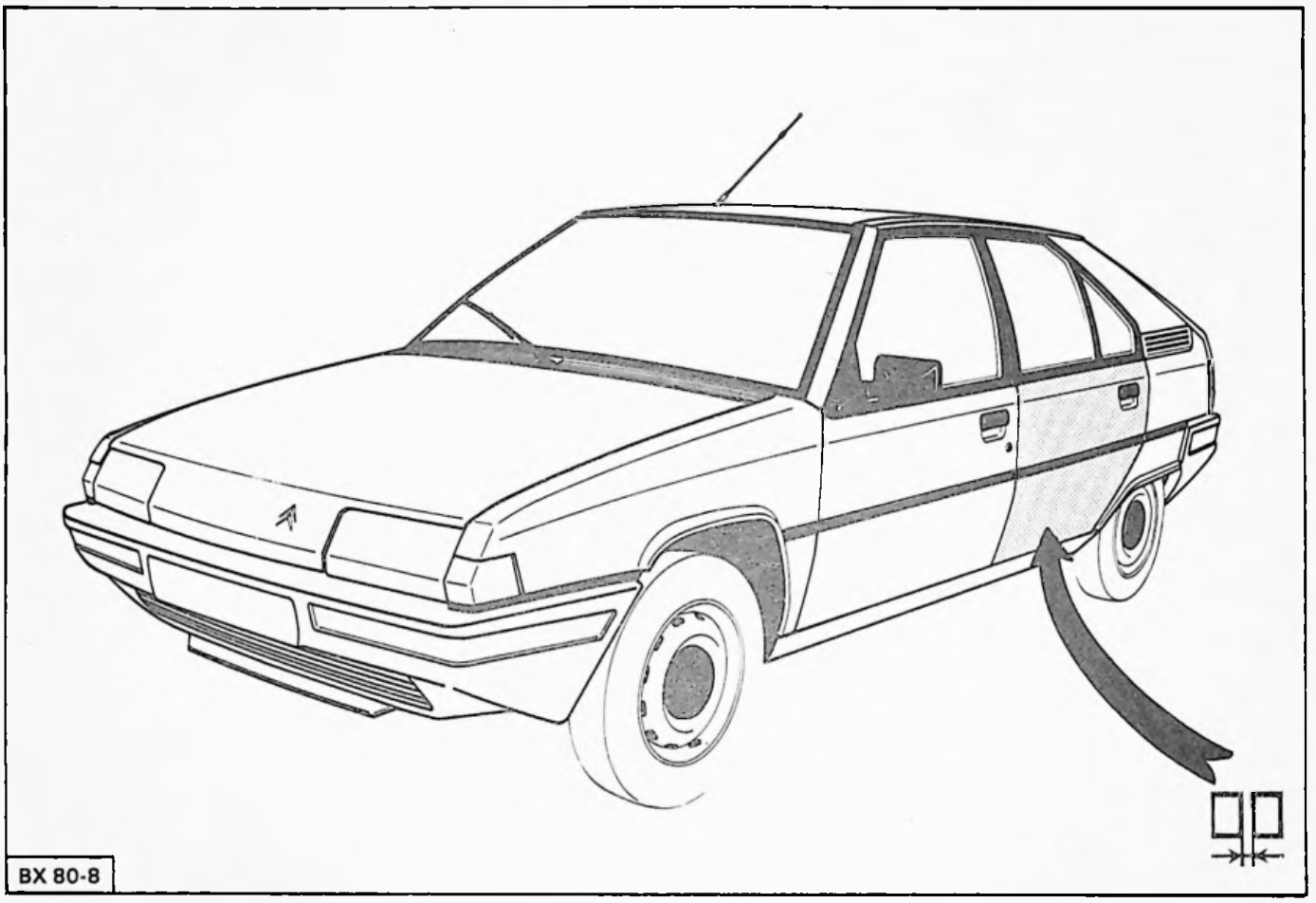
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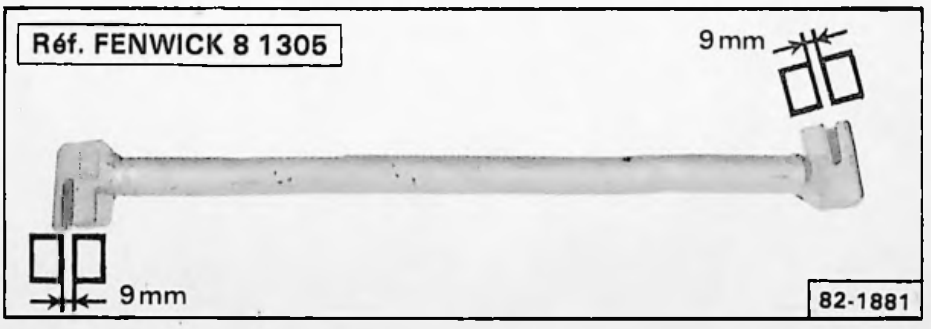
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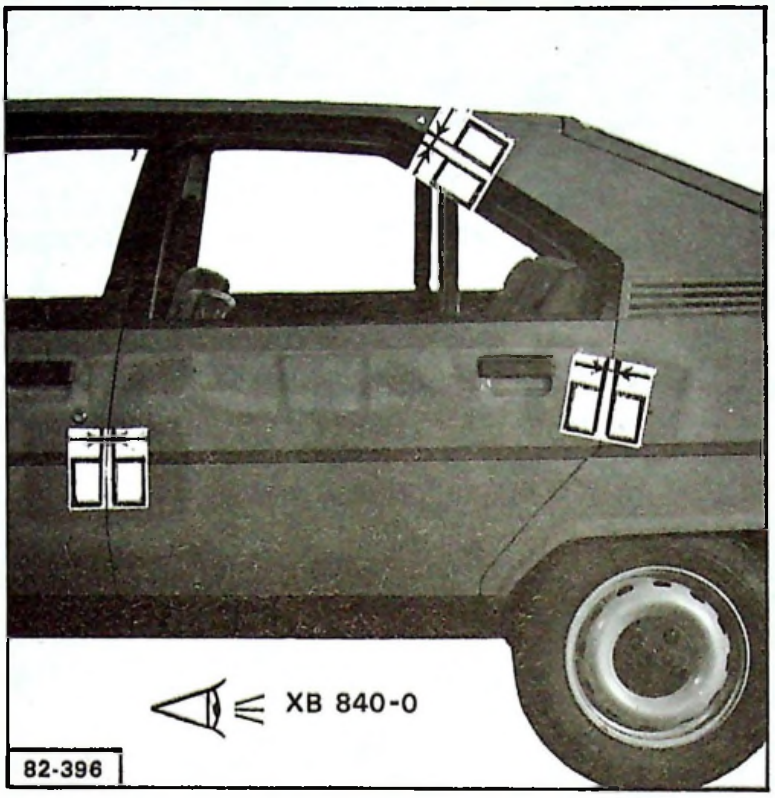
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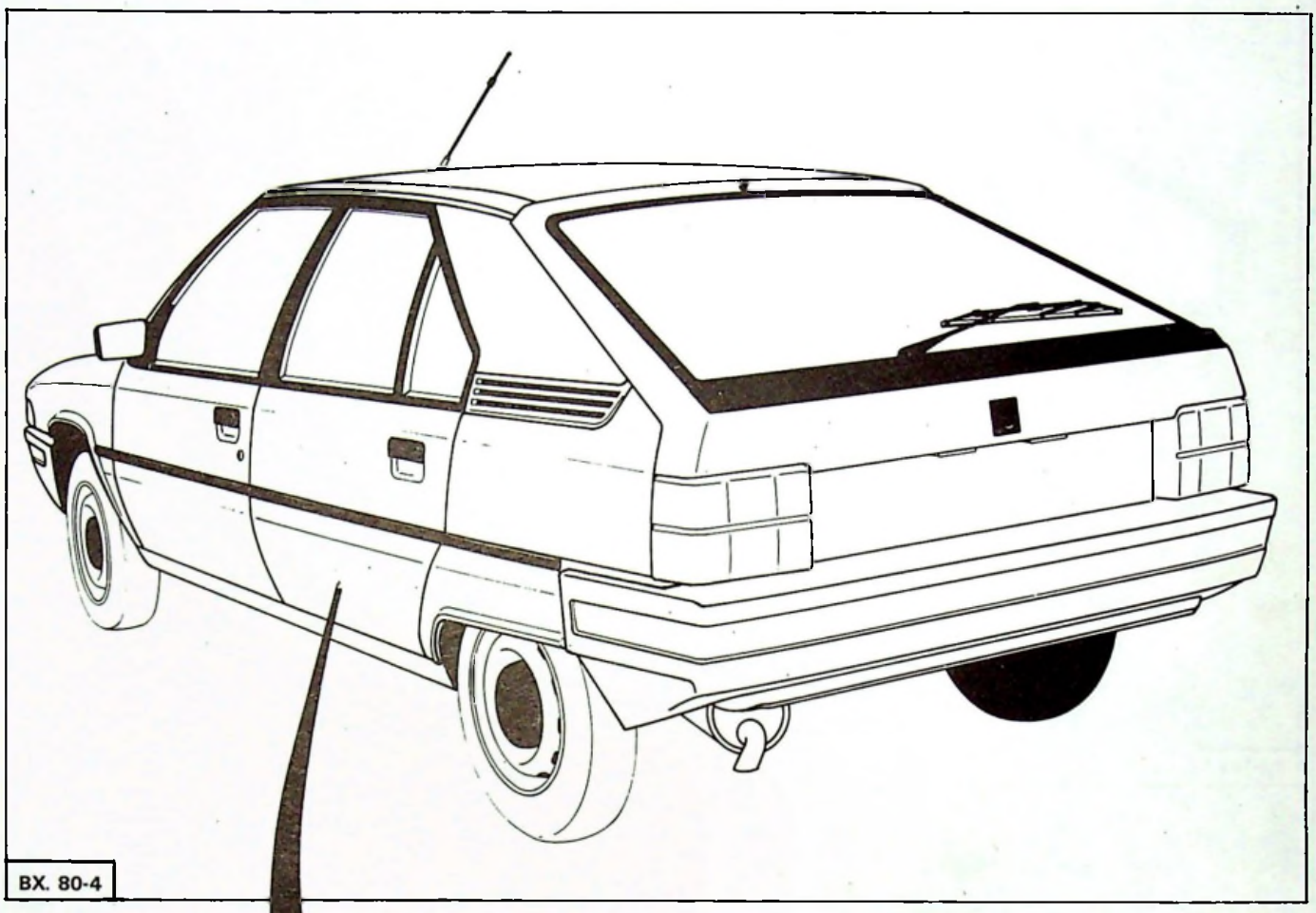
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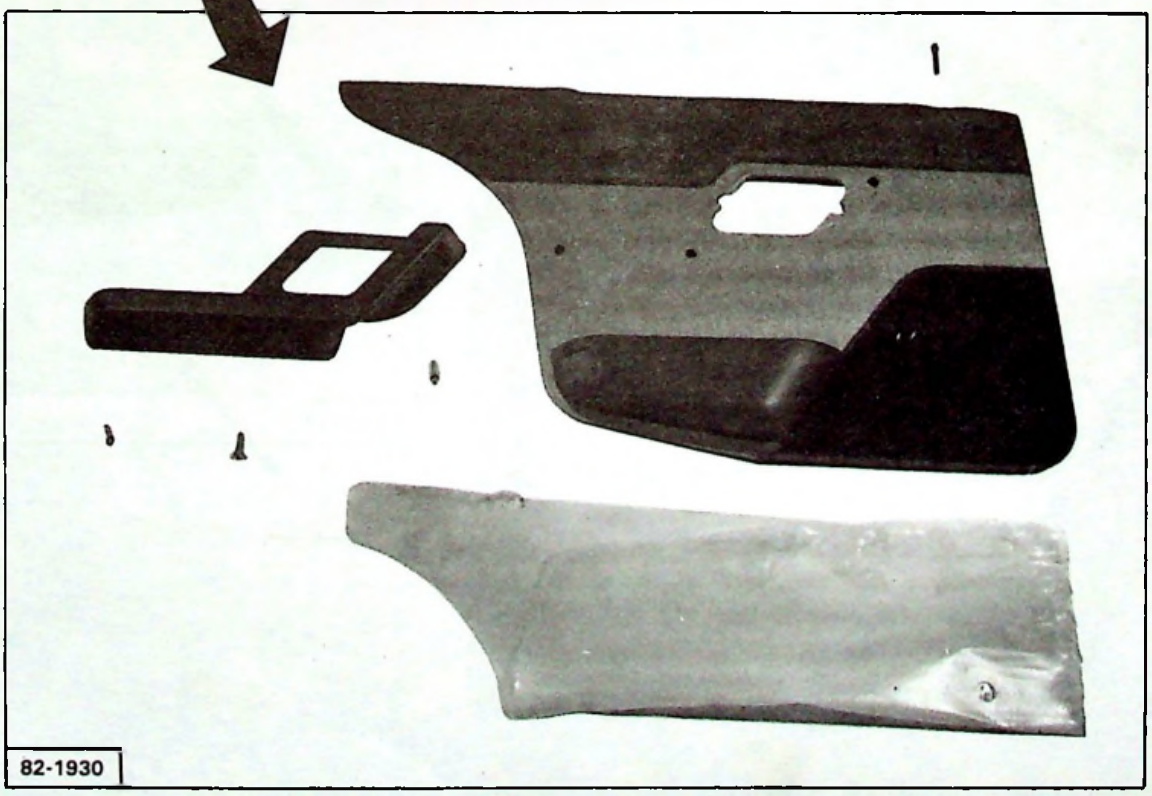
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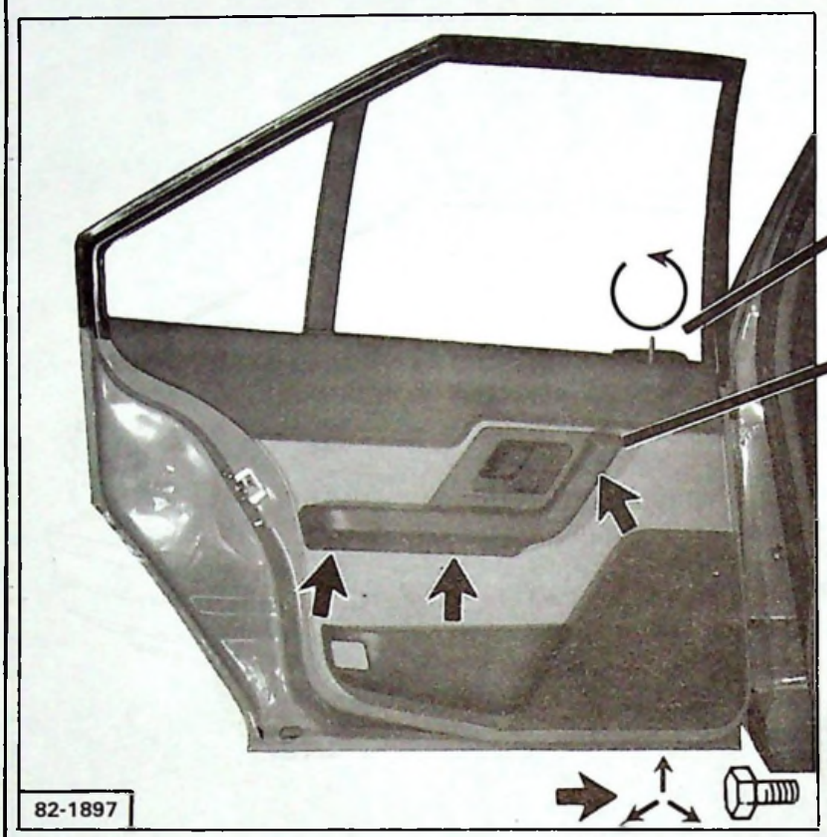
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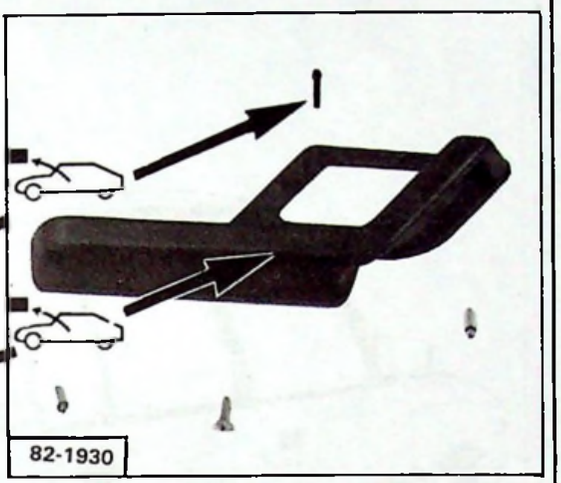
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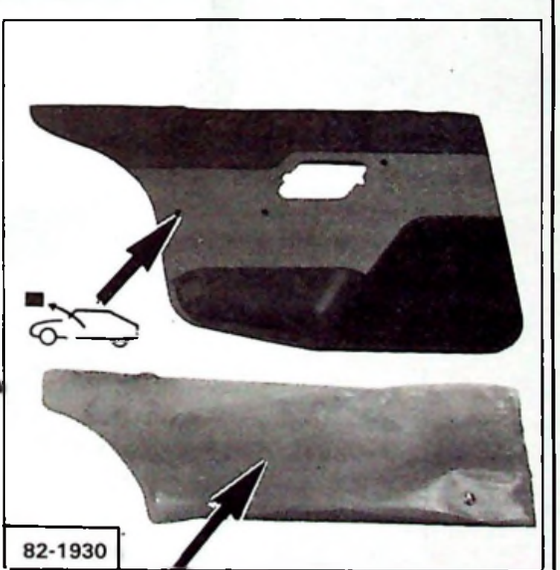
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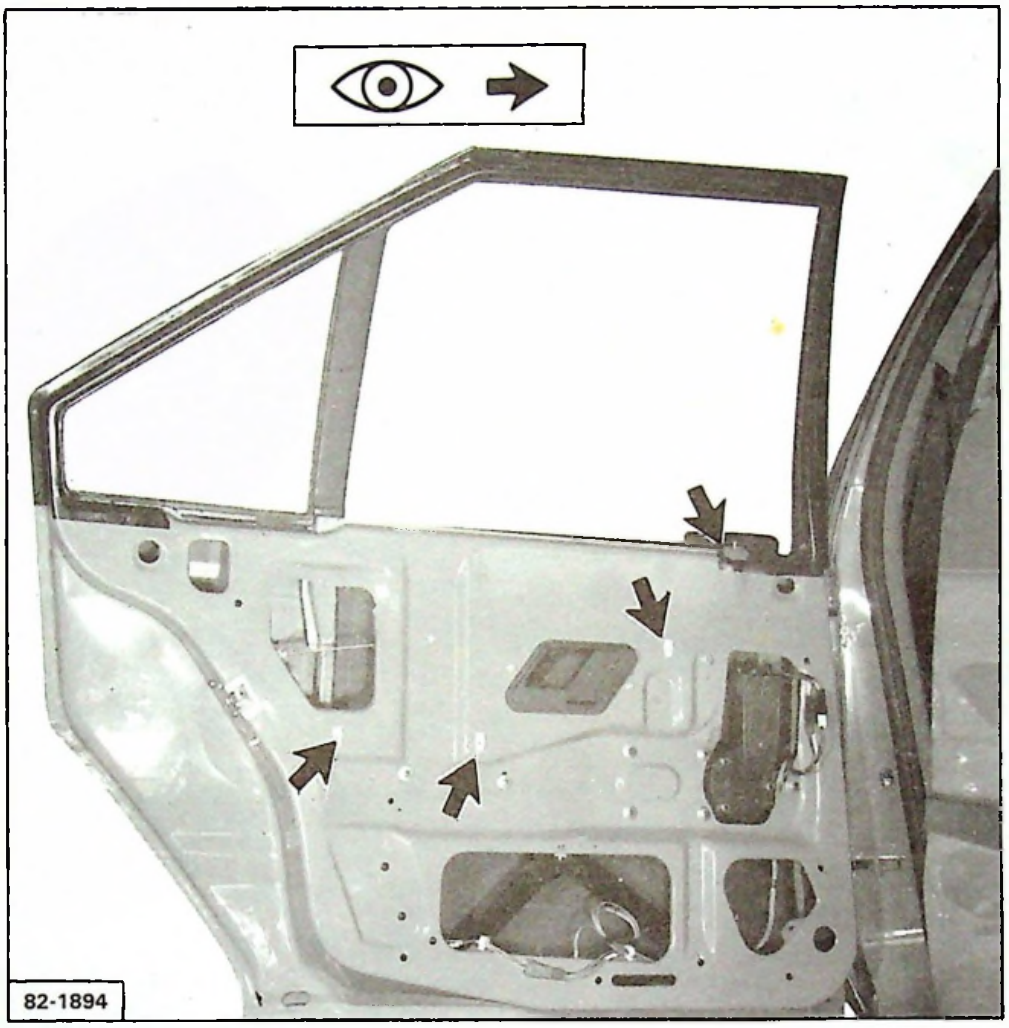
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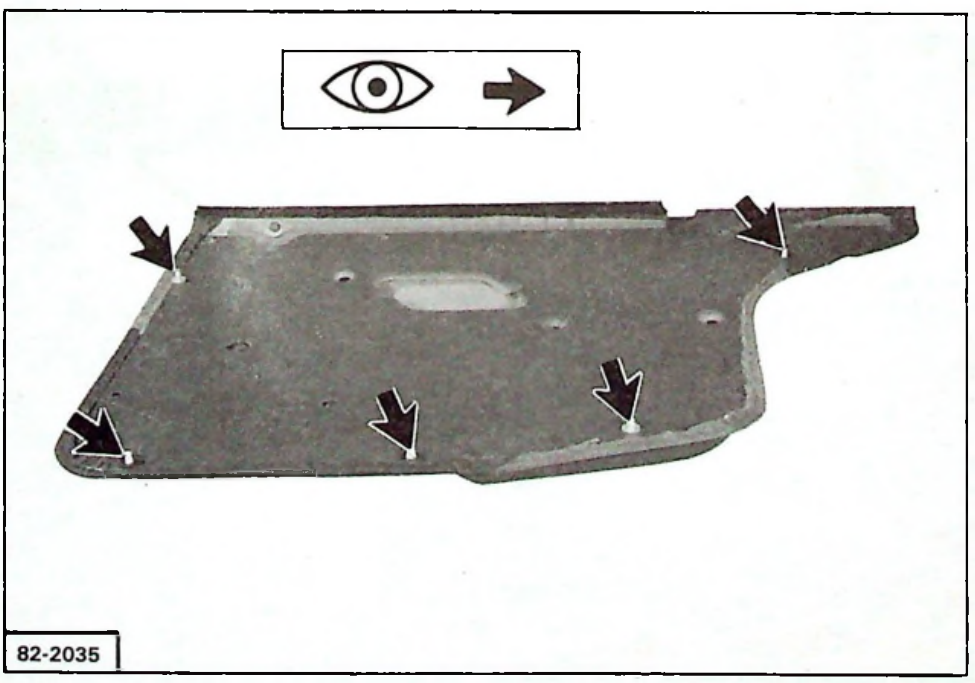
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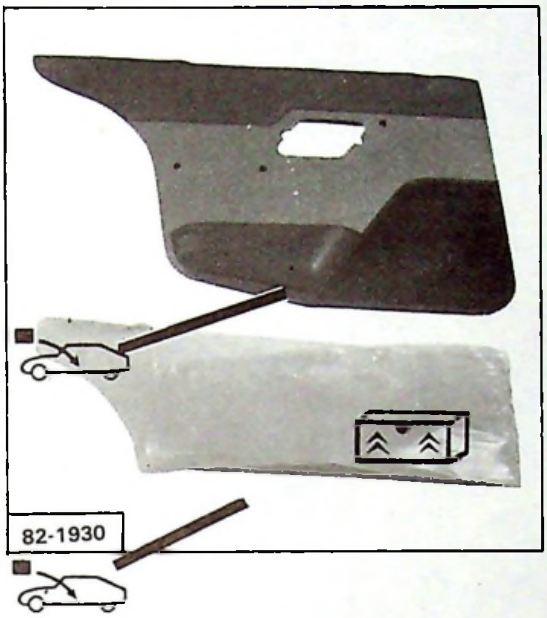
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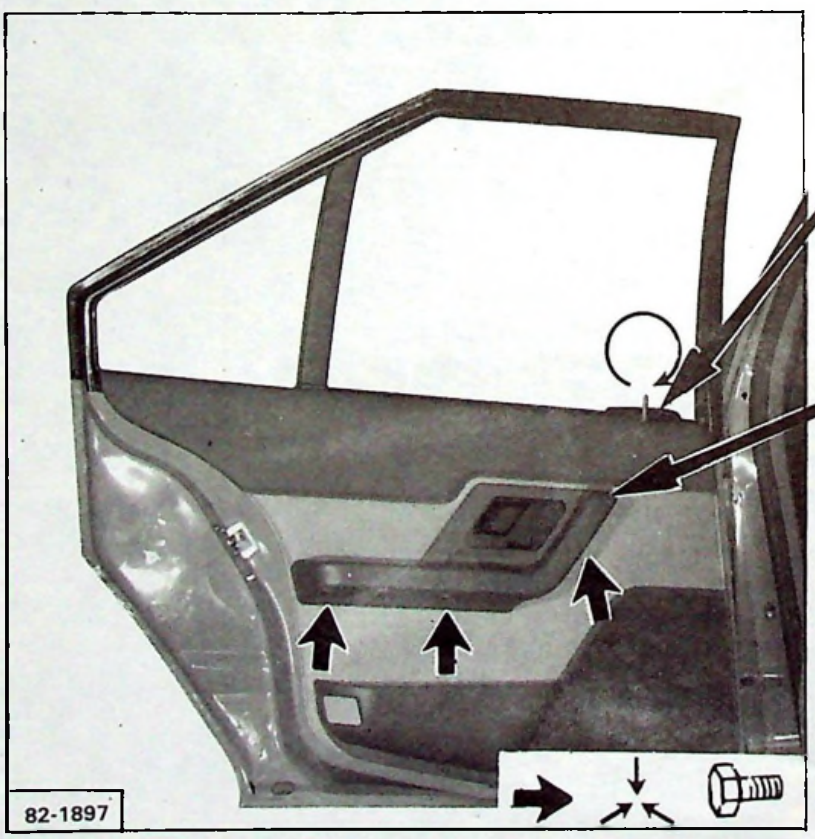
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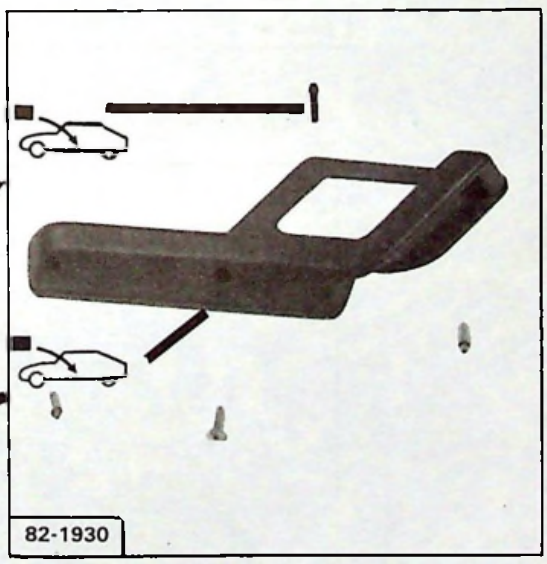
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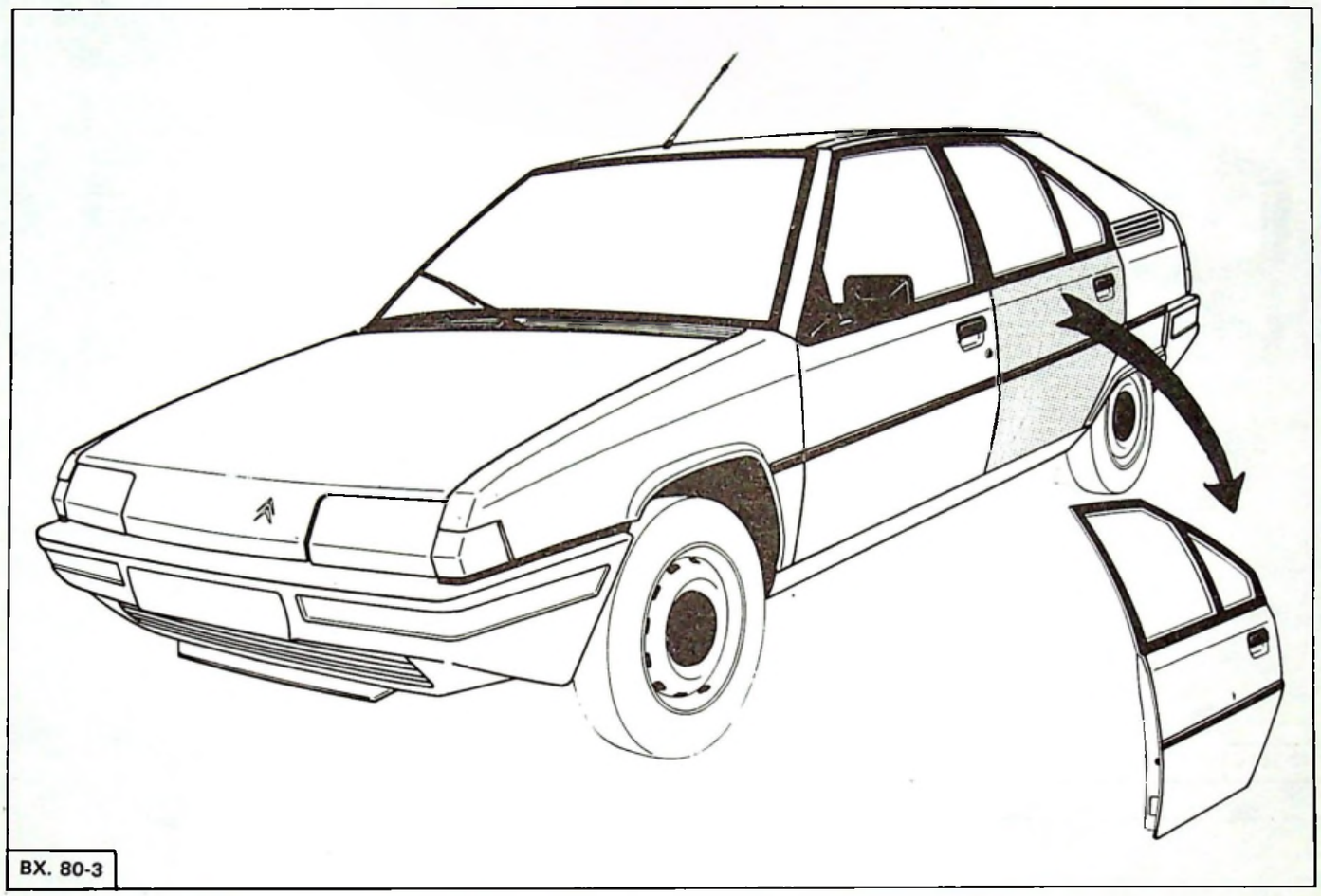

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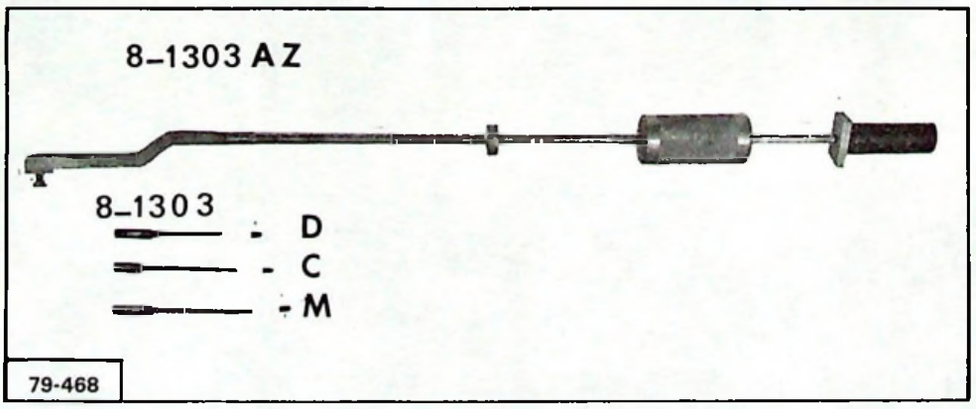

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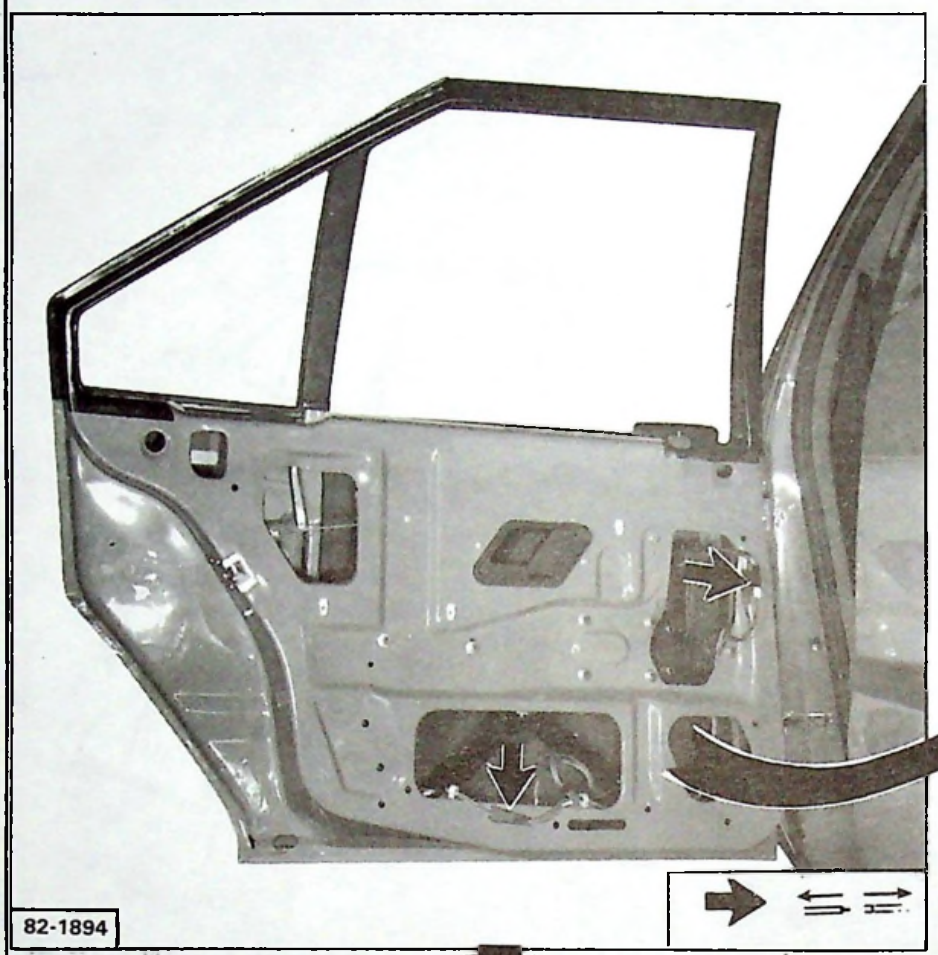

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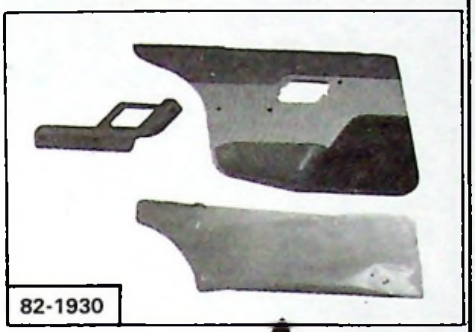

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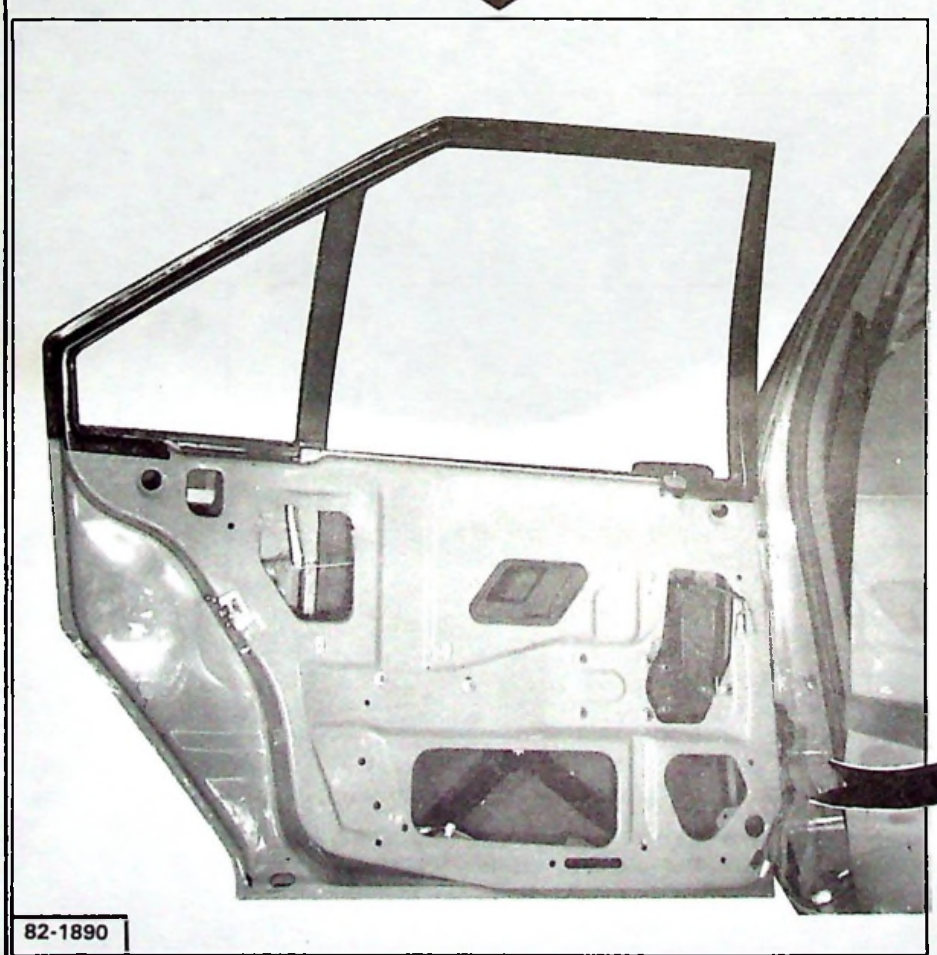

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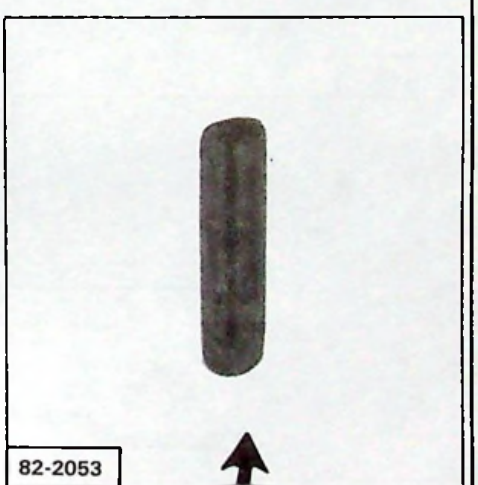

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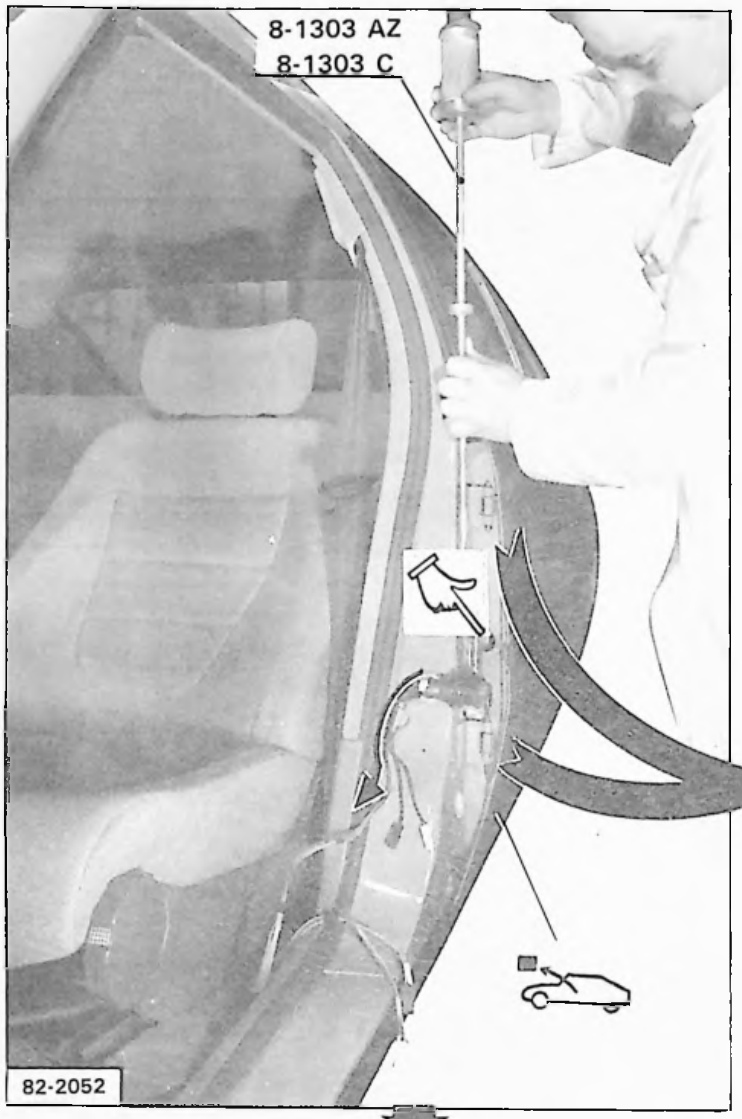
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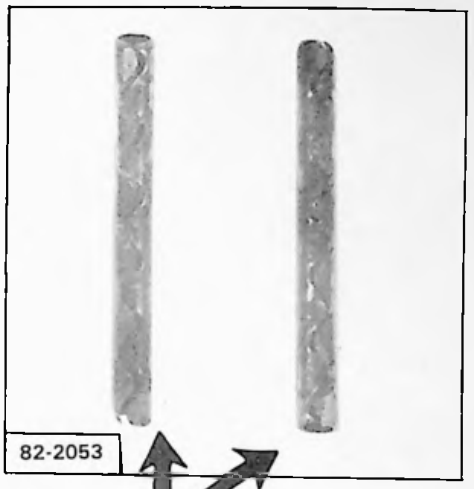
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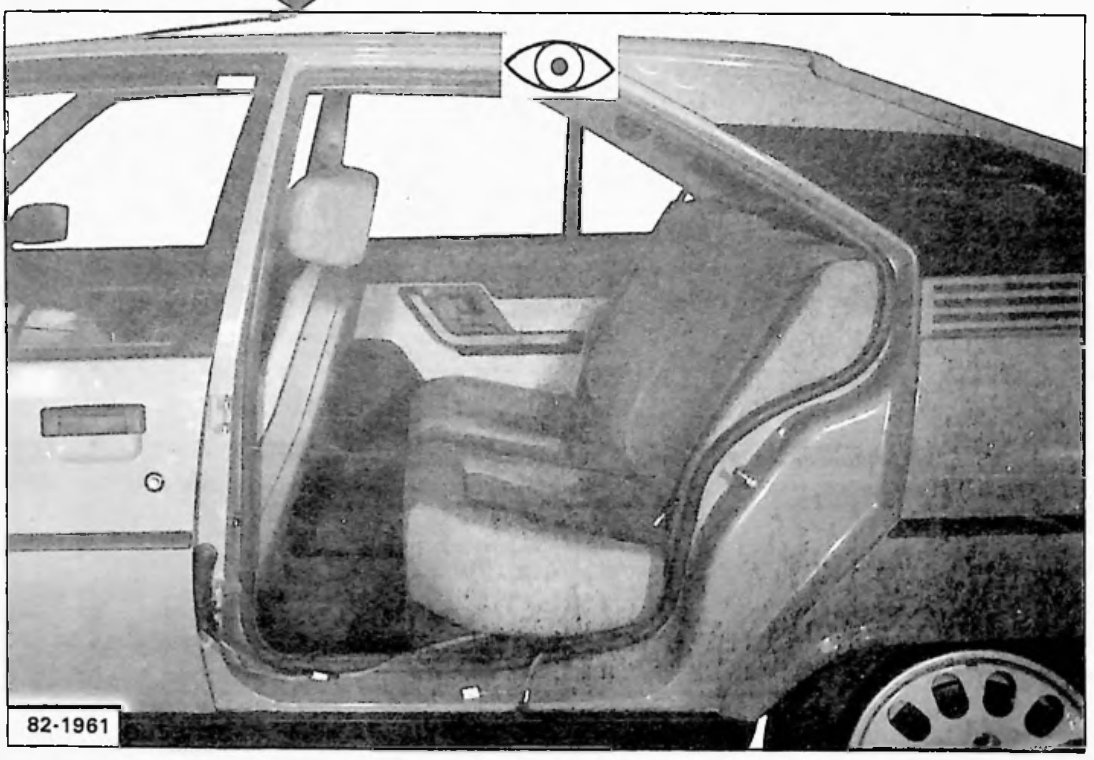
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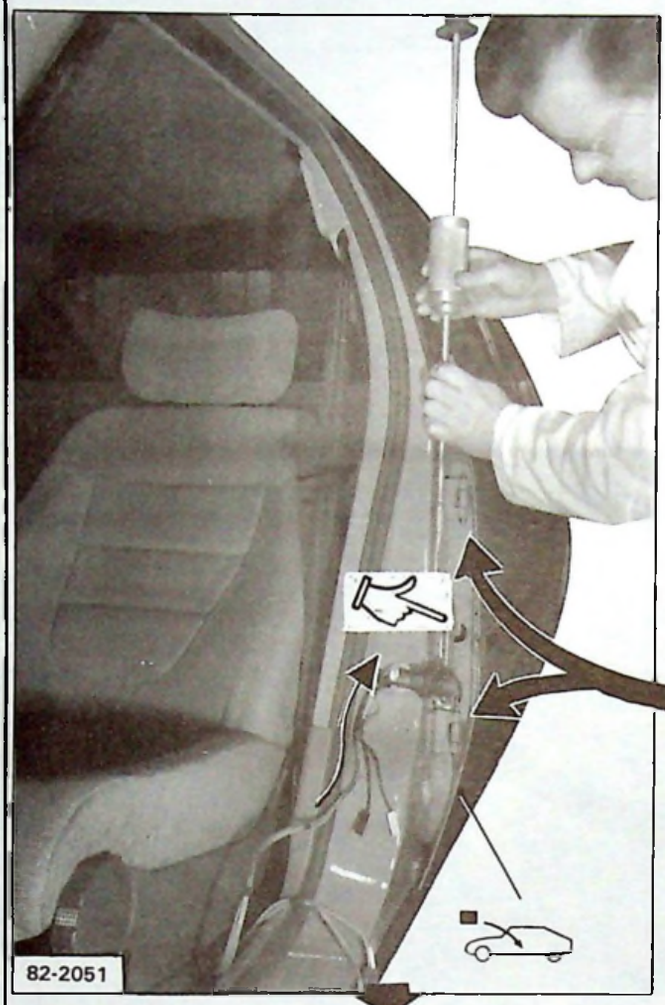
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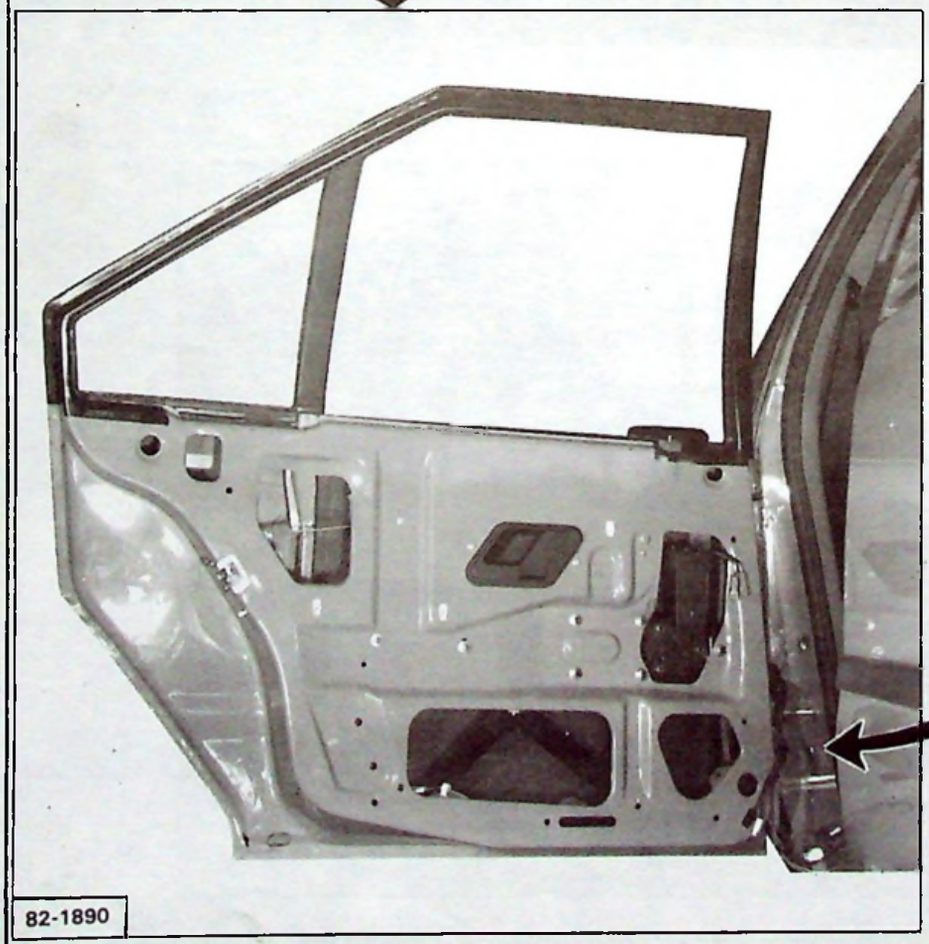
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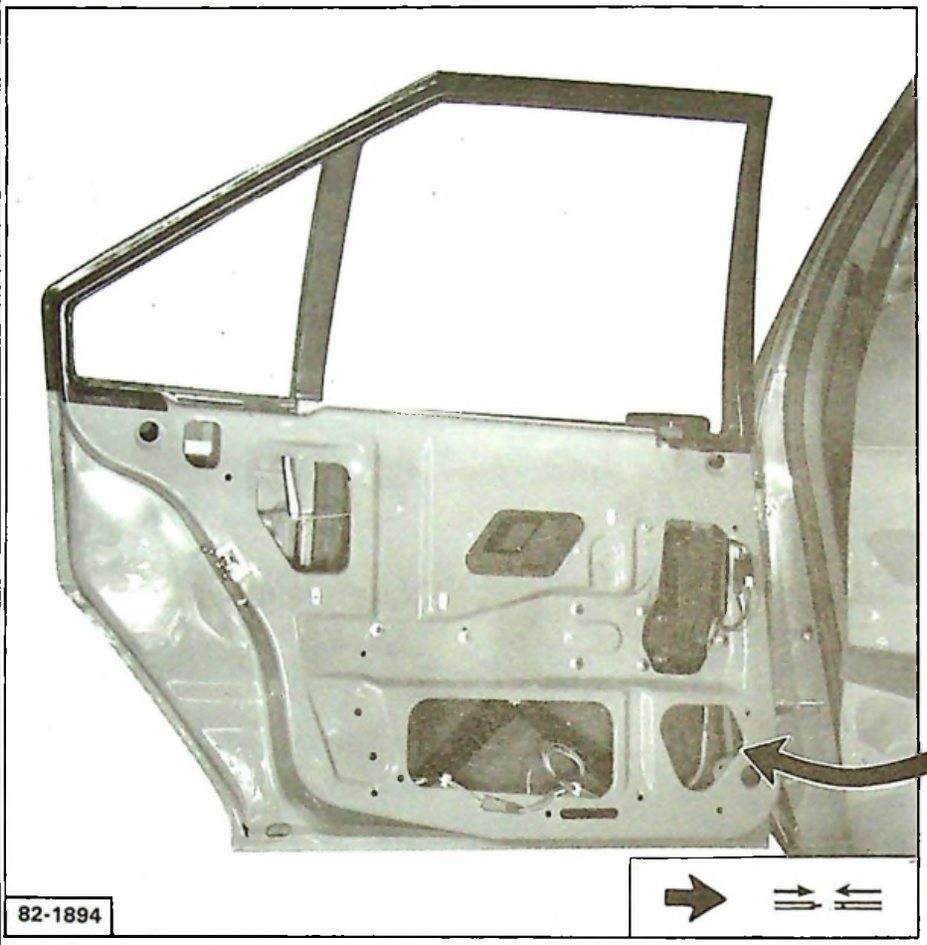
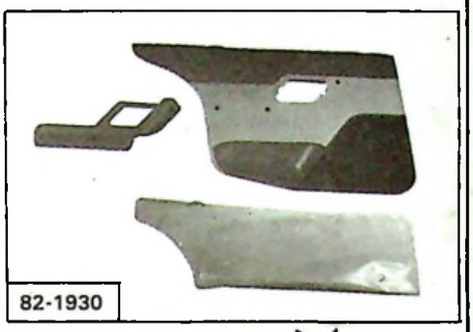
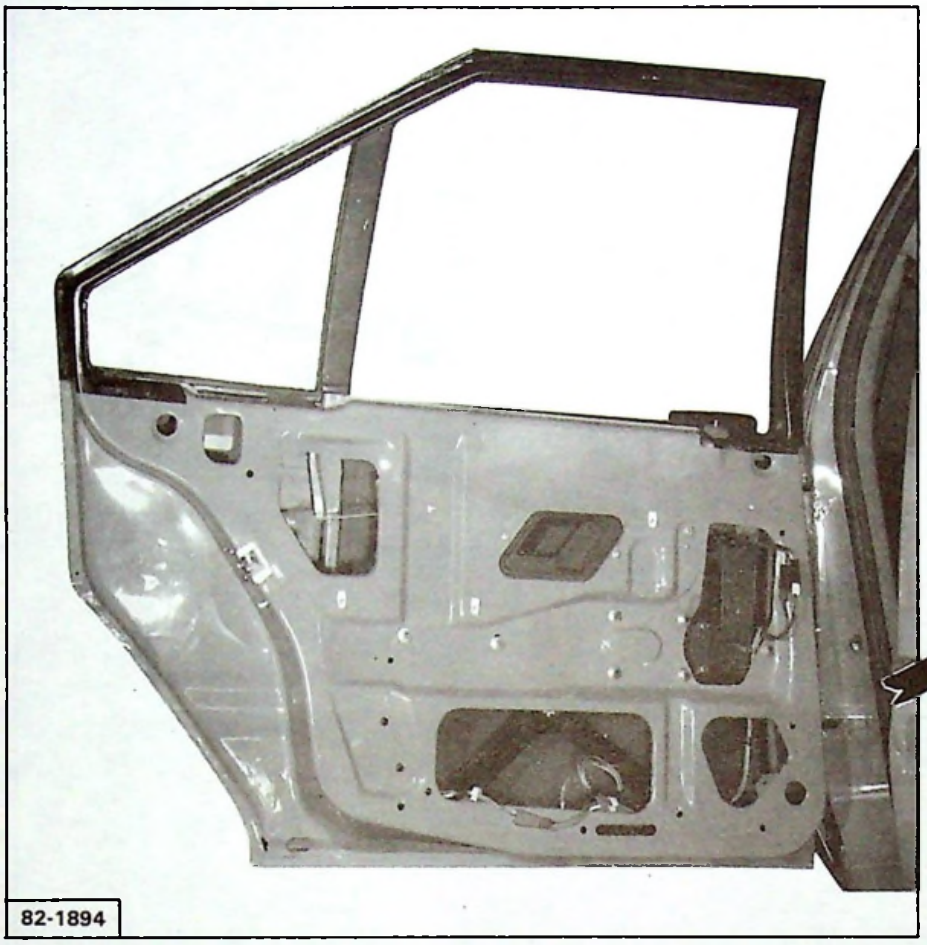




XB 842-1

BX. 80-9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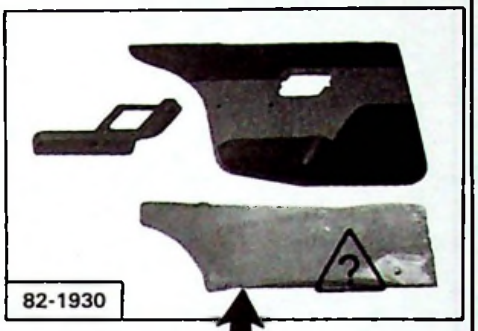
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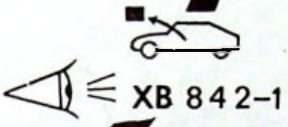
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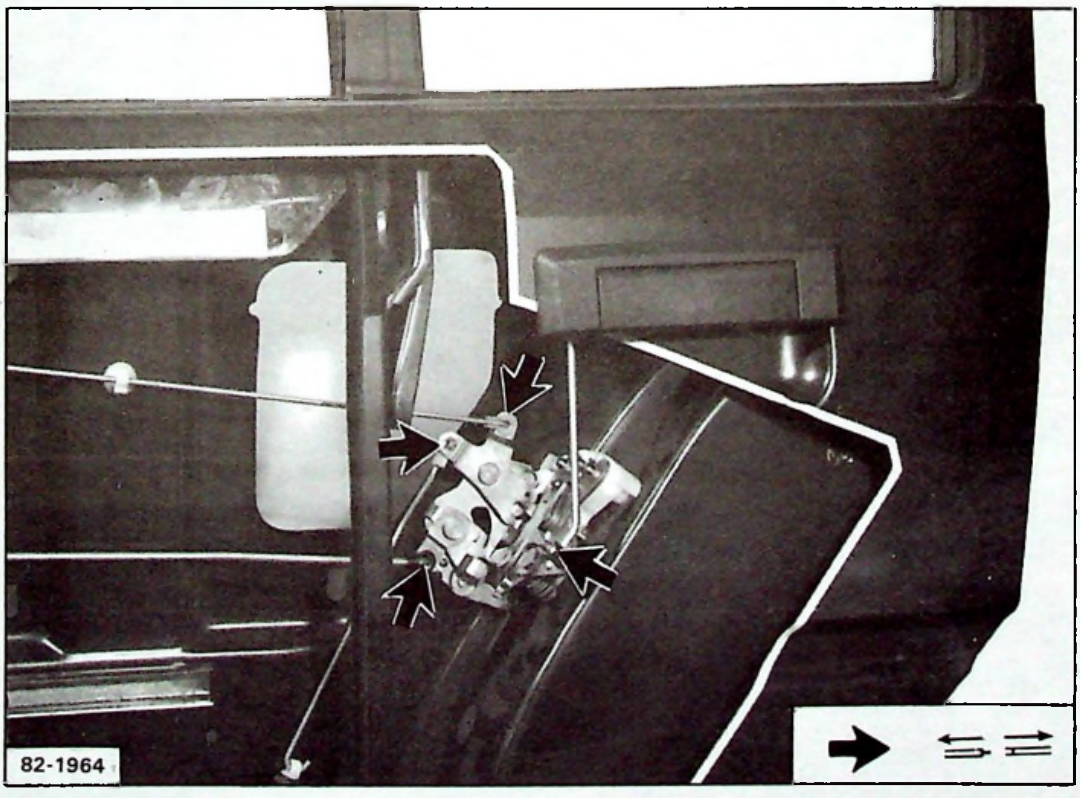
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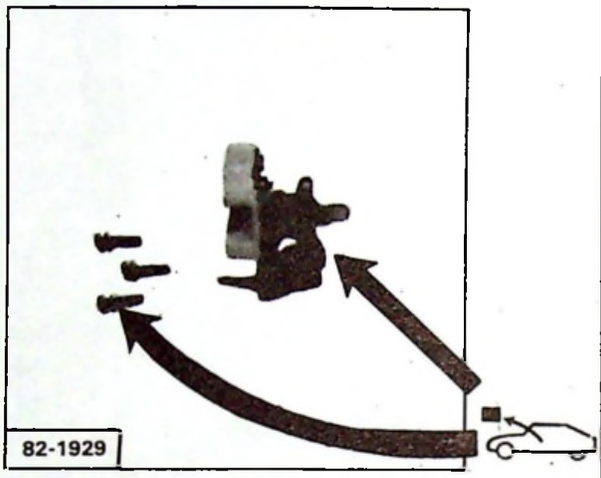
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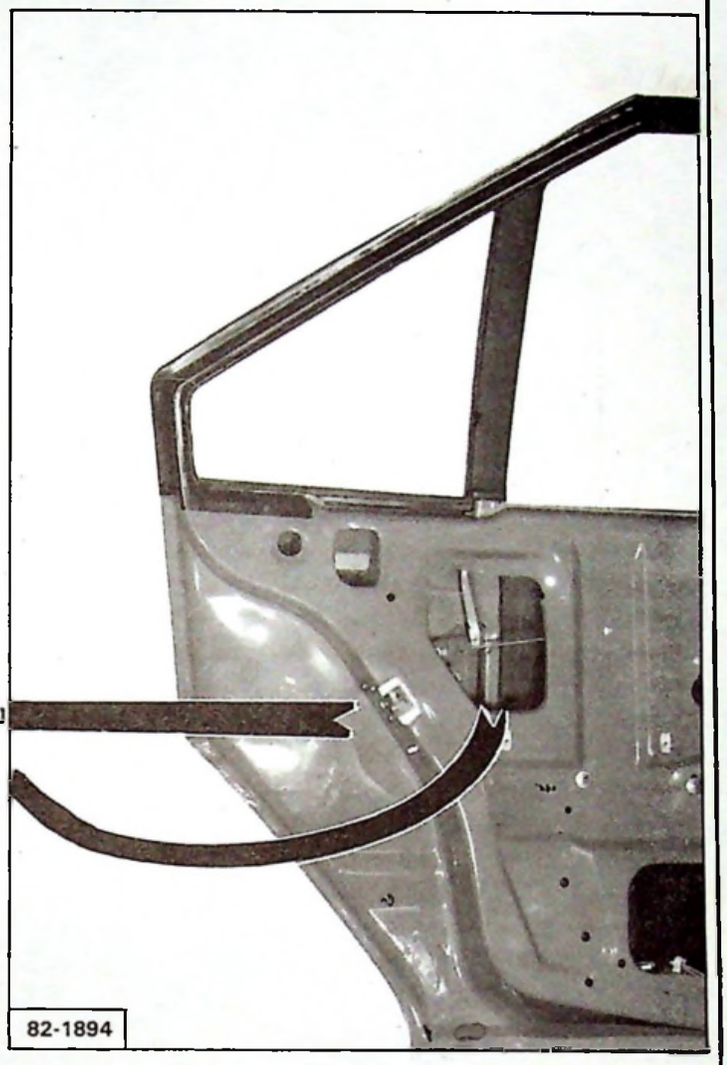
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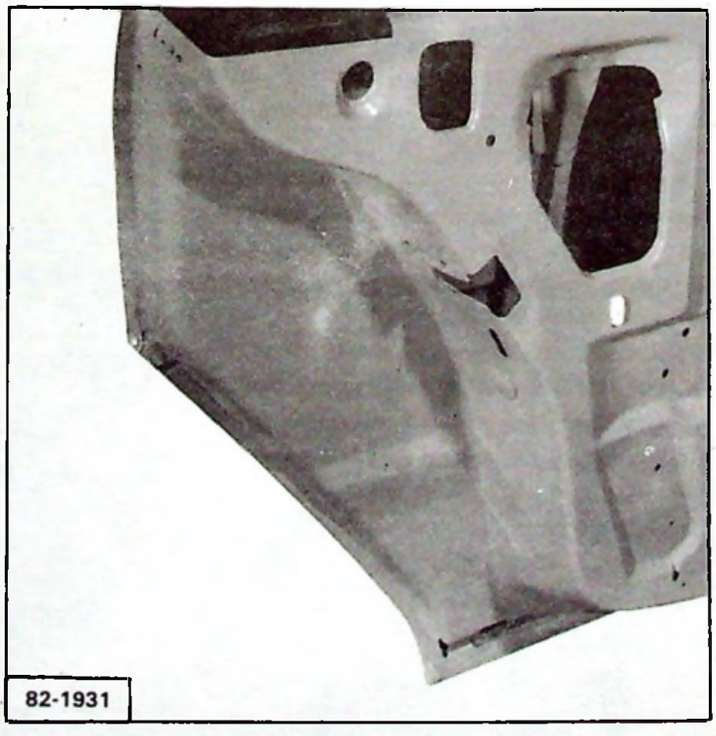
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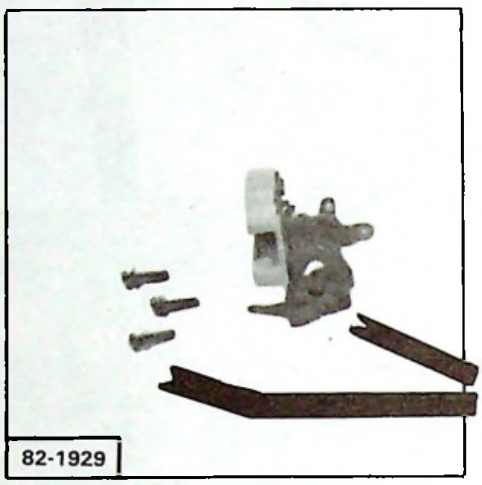
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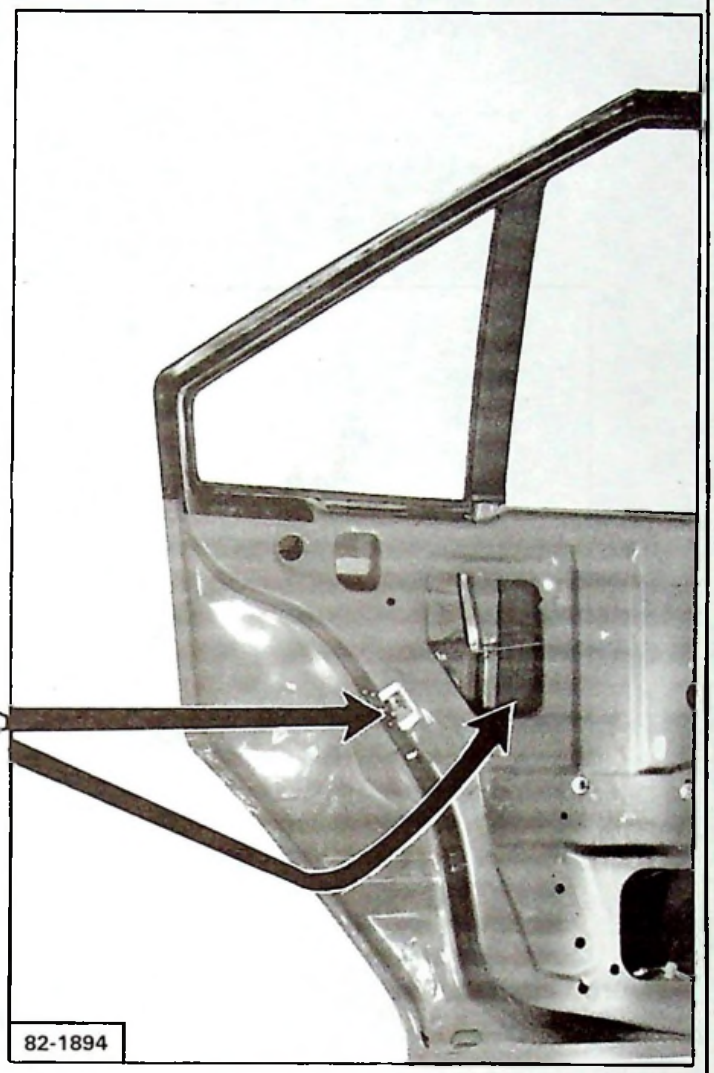
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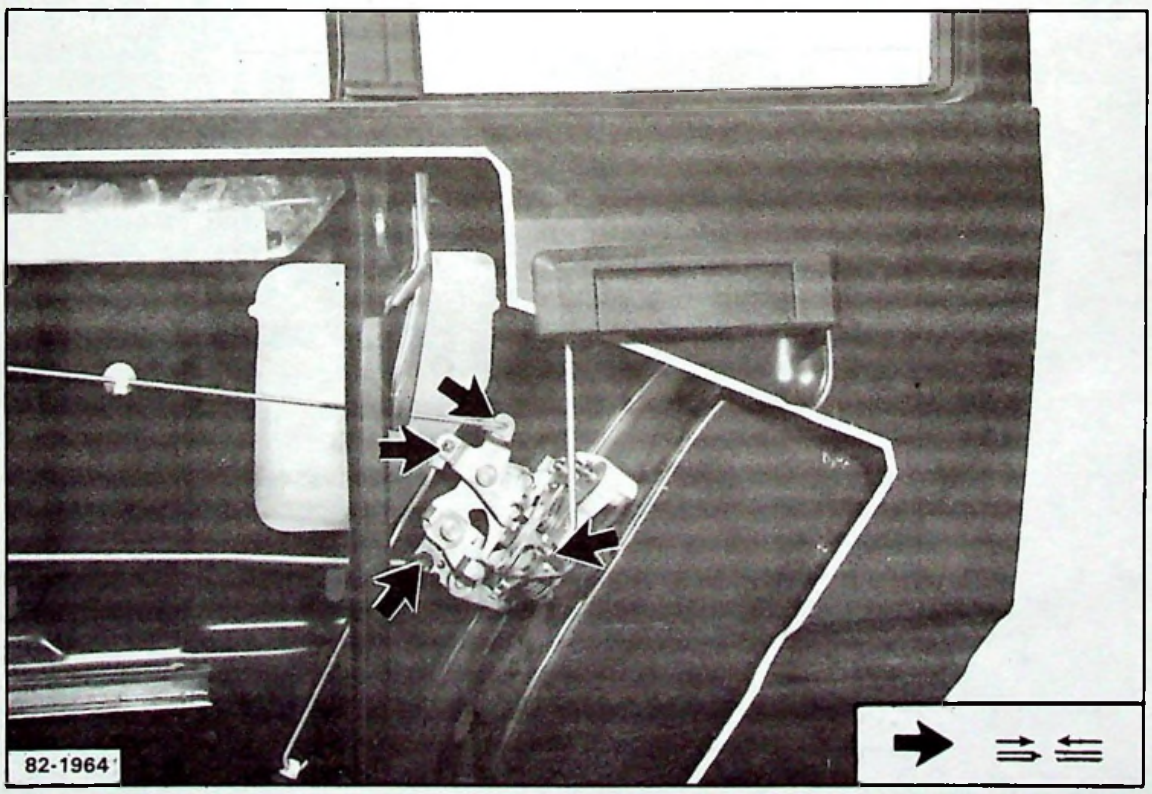
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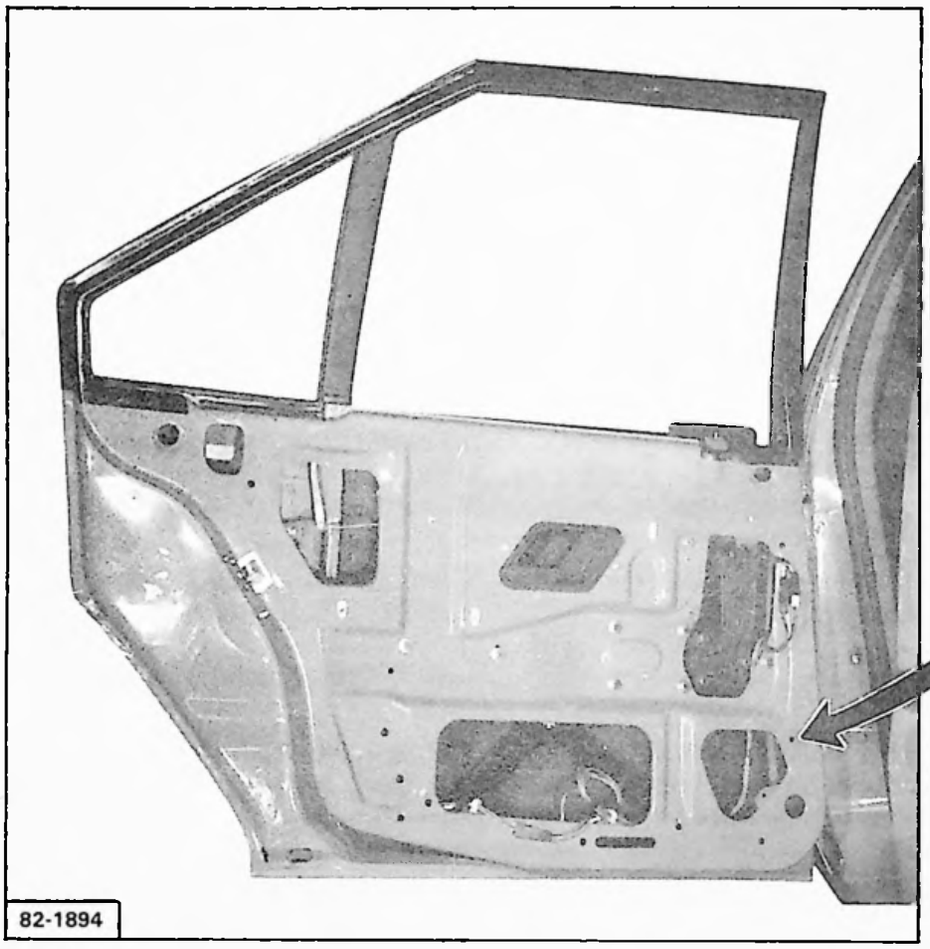
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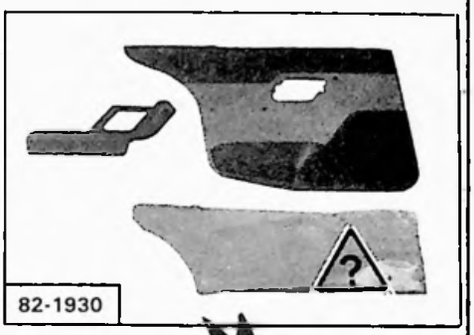
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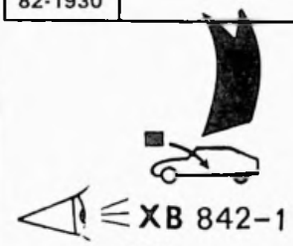

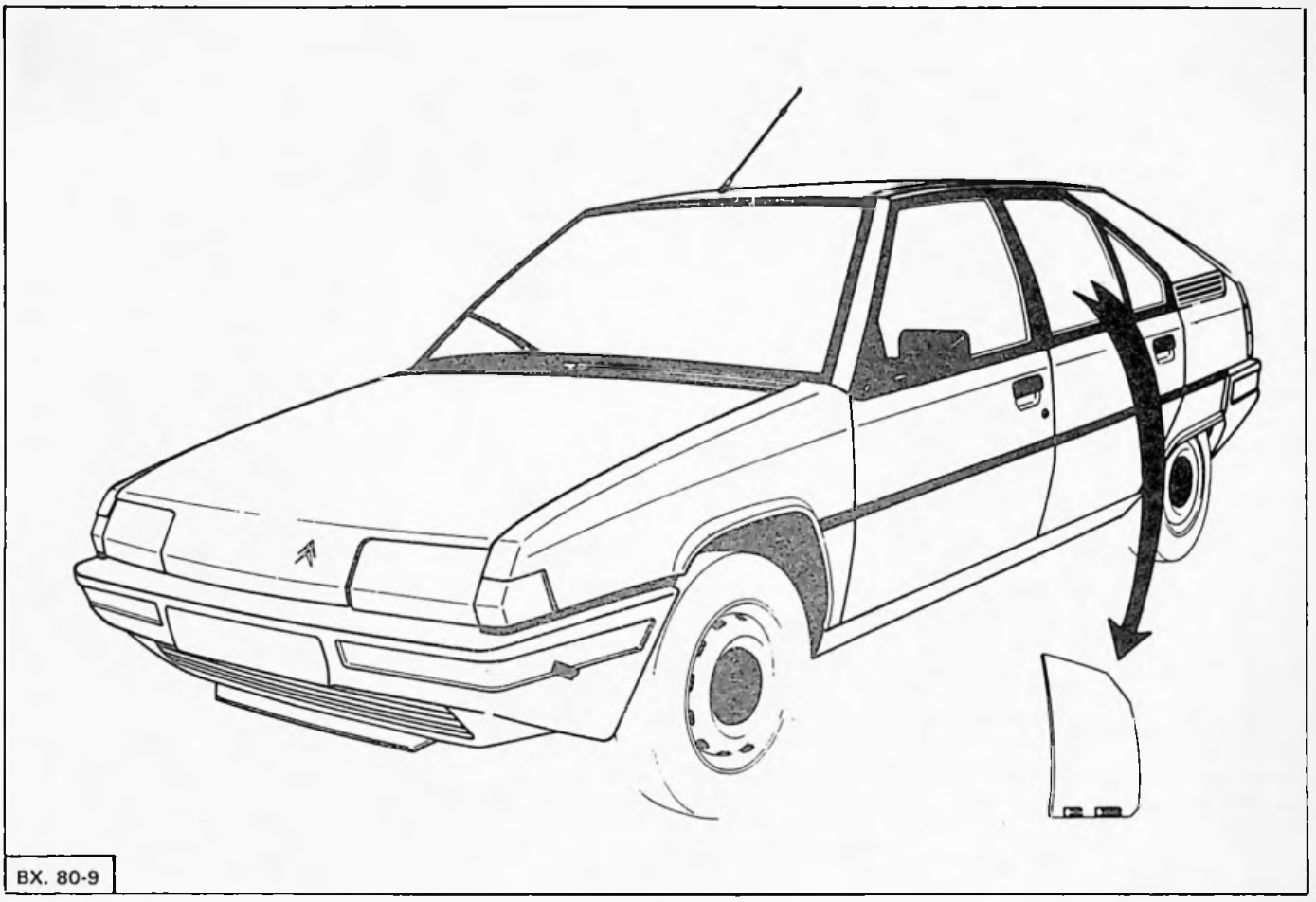

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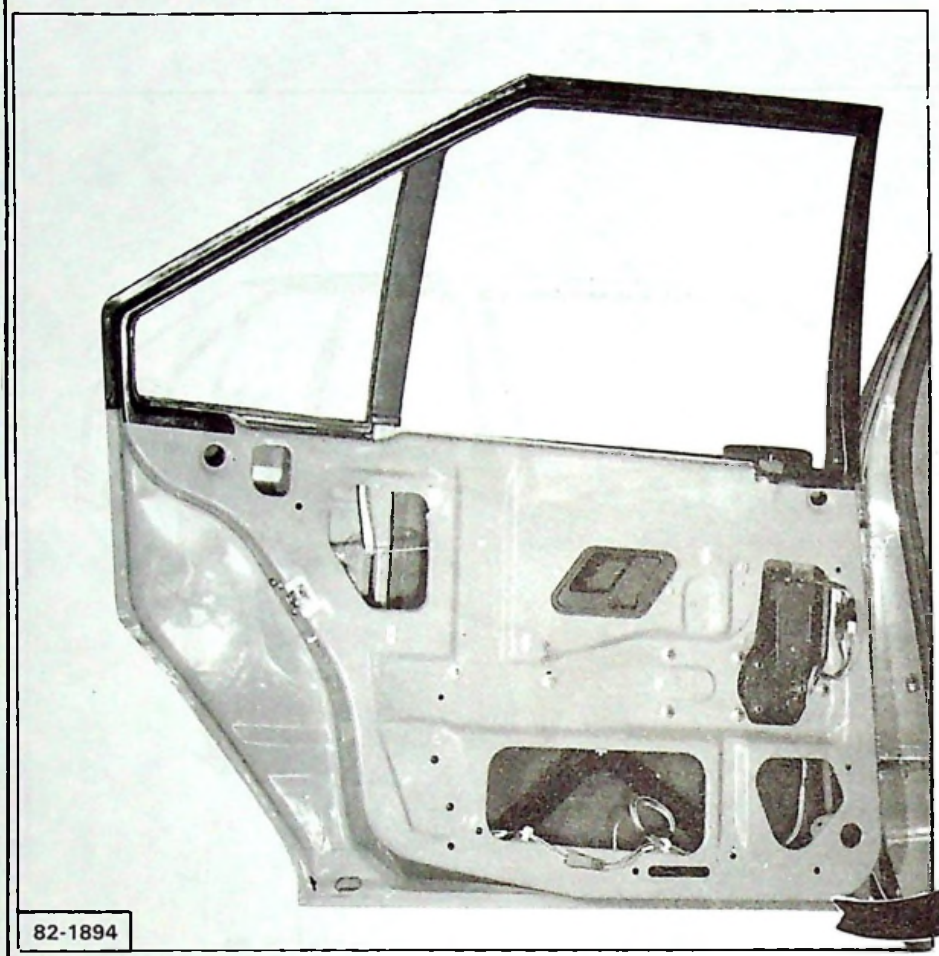

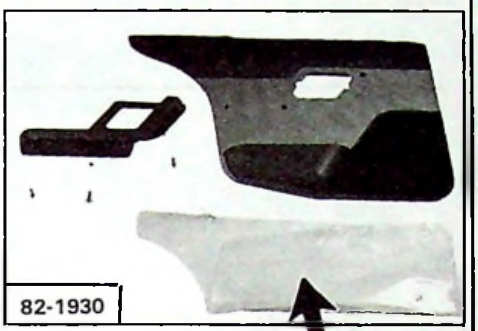

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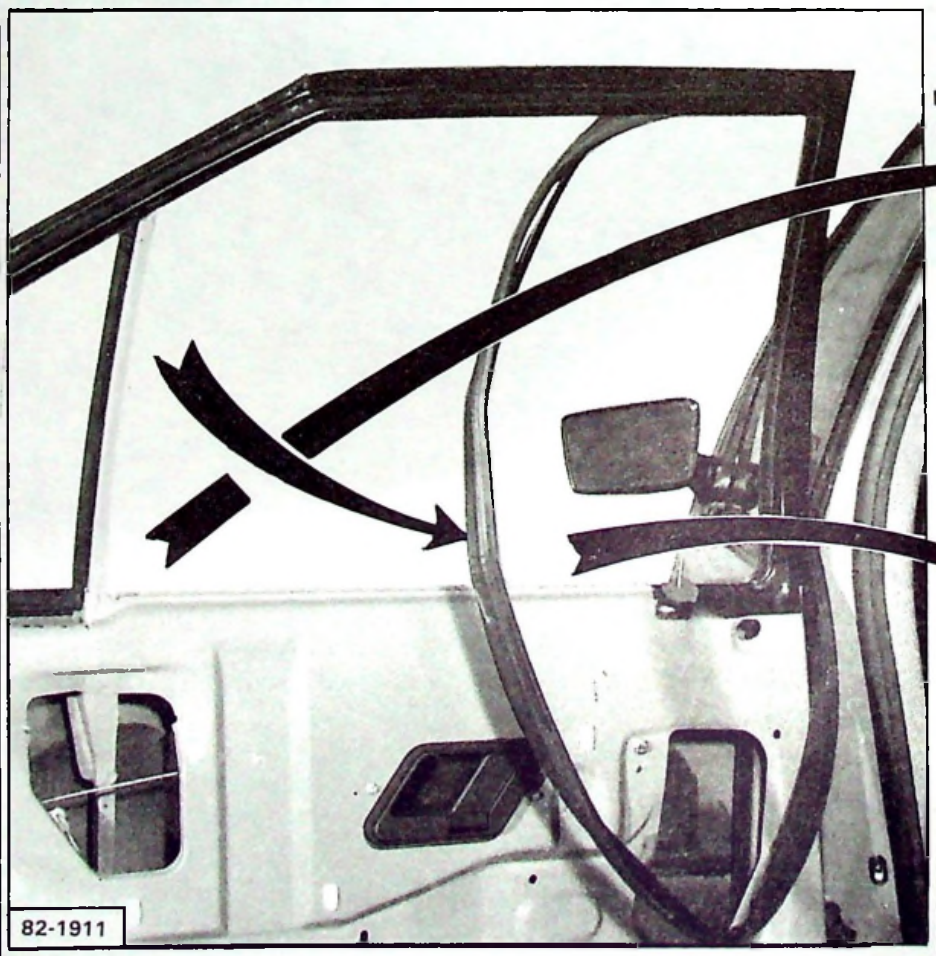

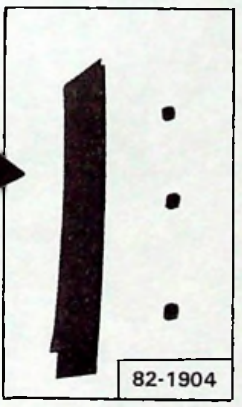

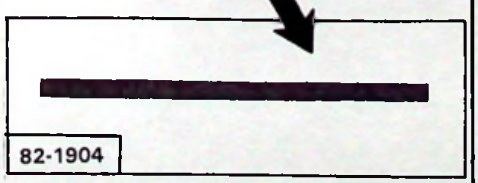

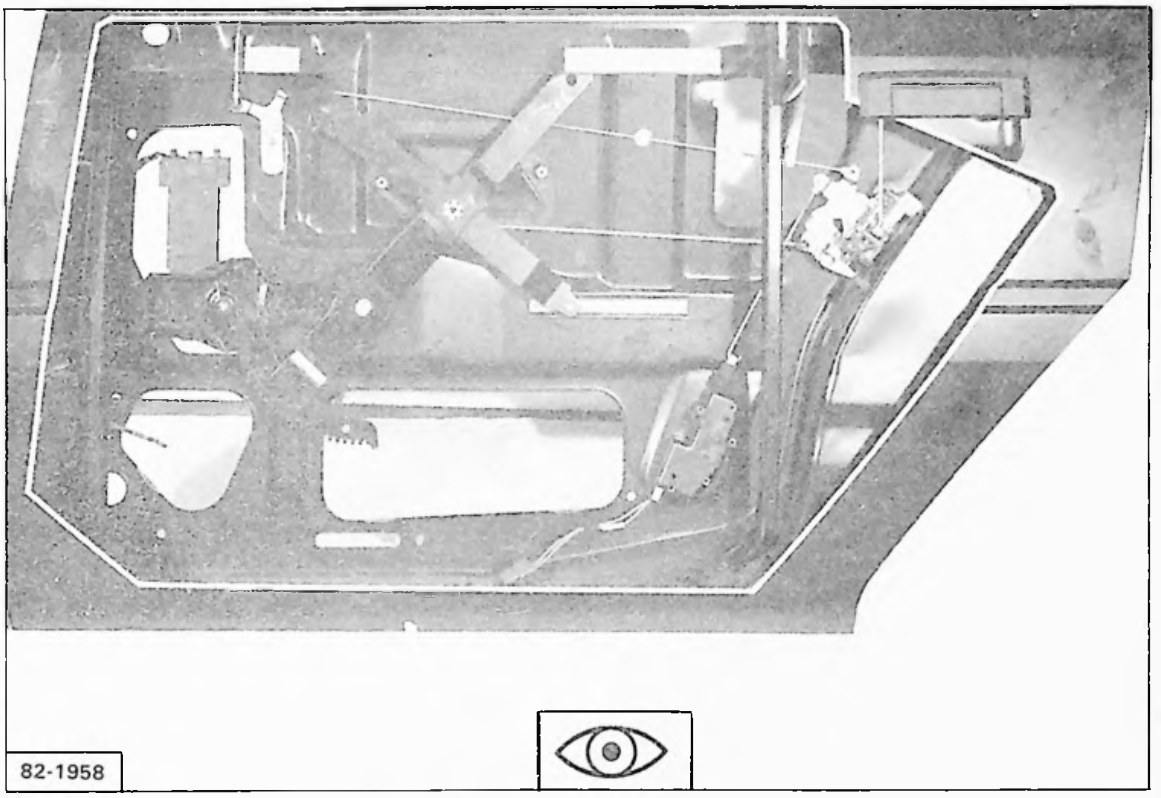
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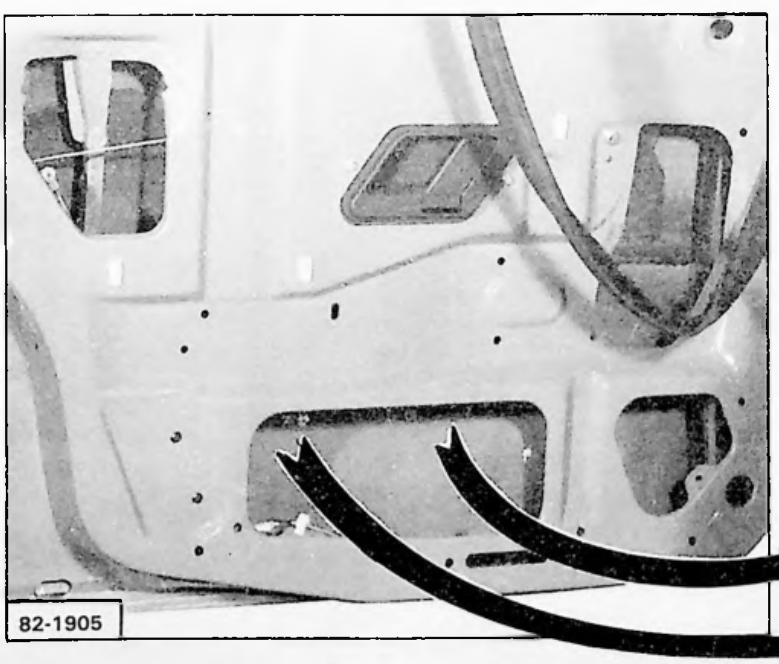
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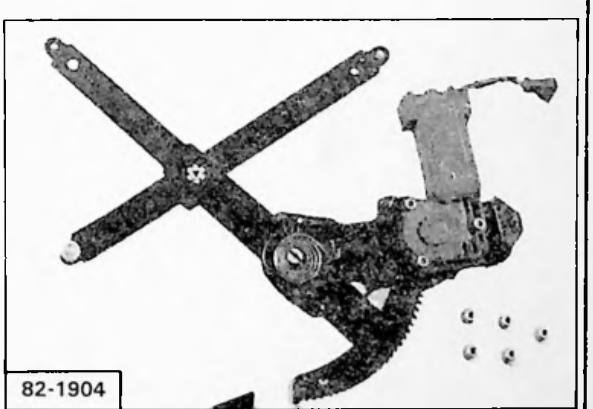
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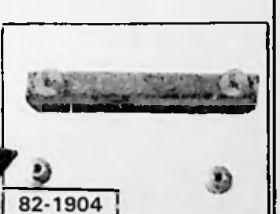
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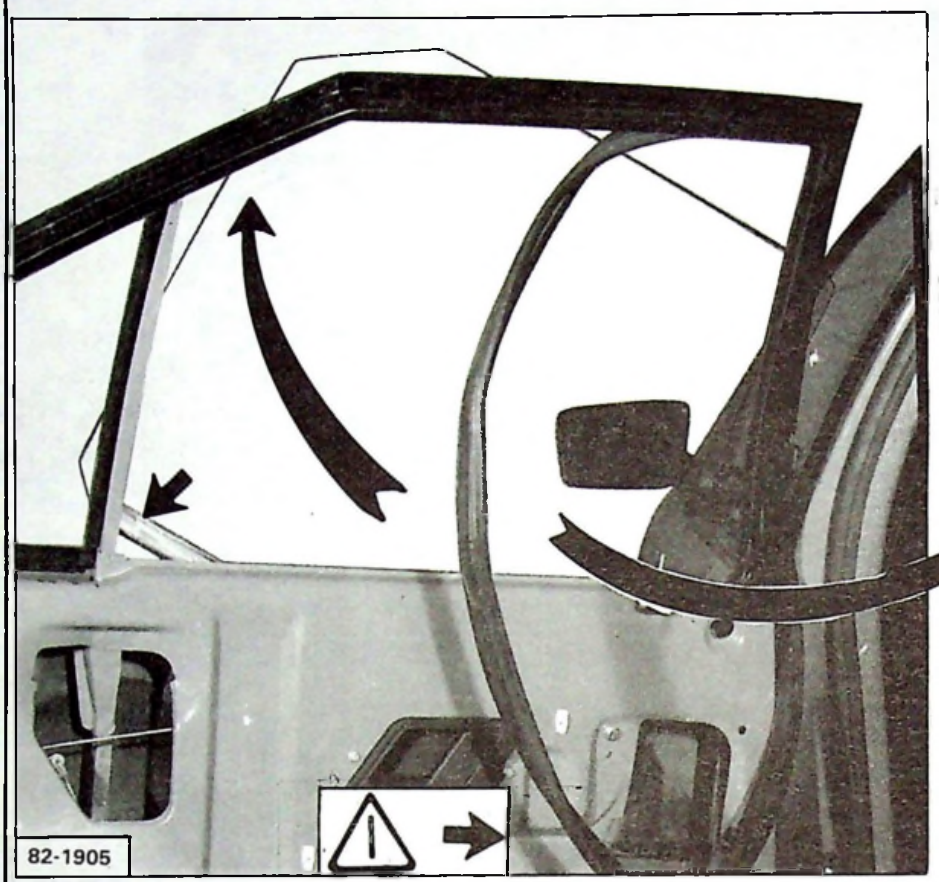
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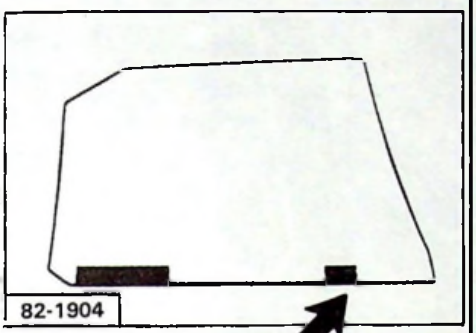
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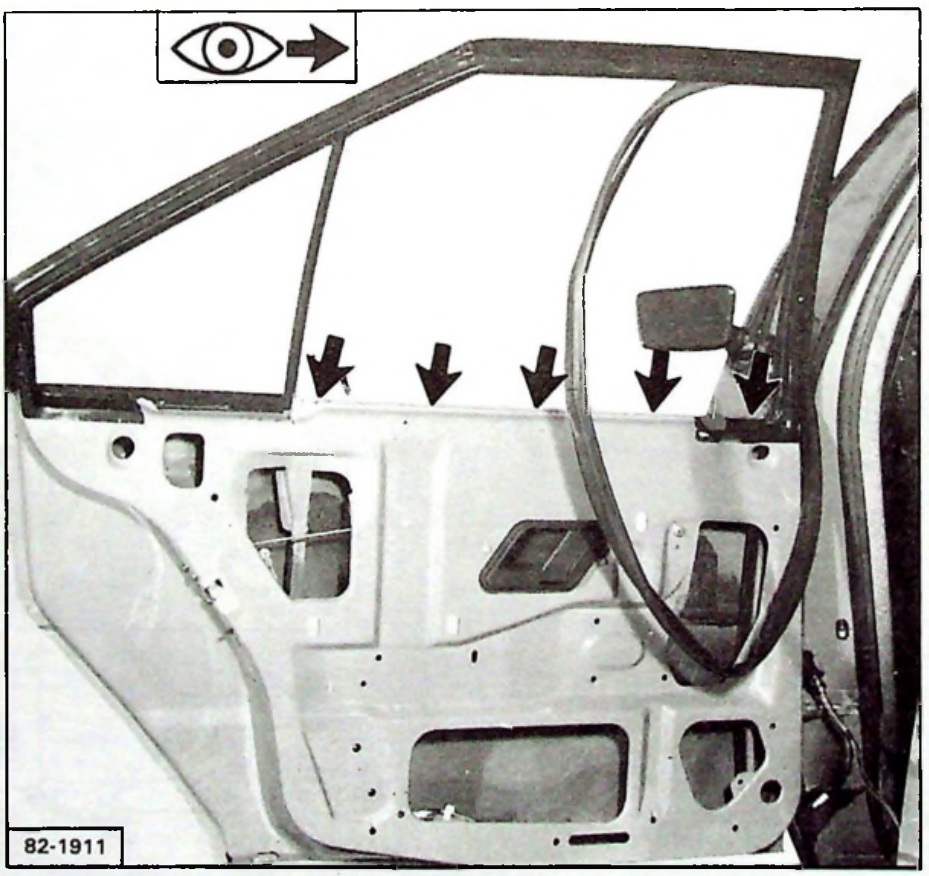
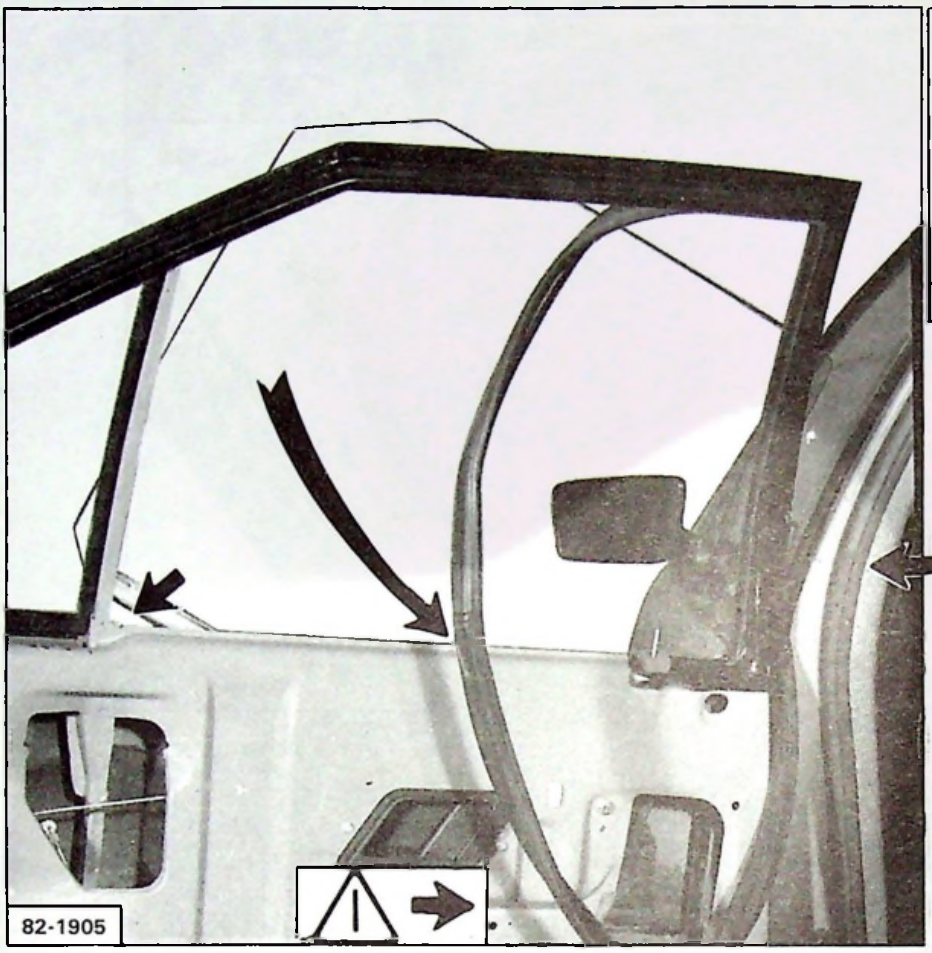

82-1911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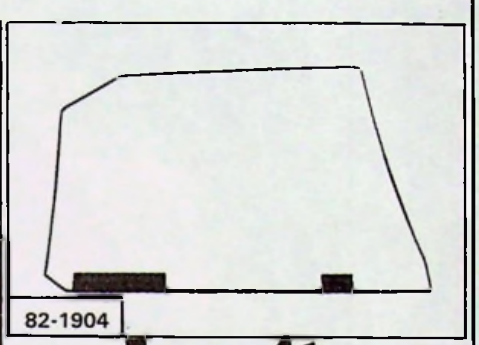
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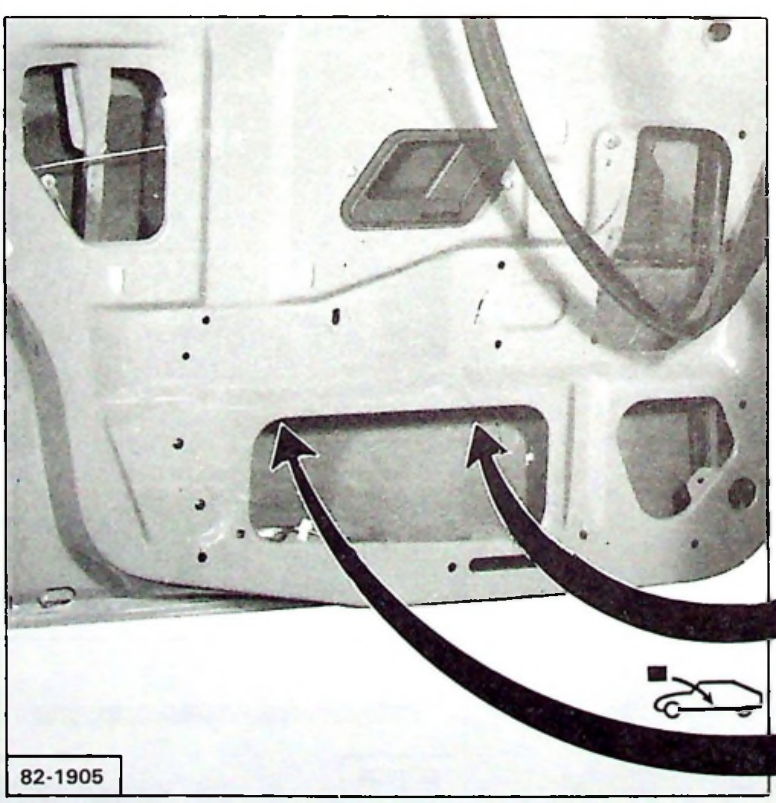
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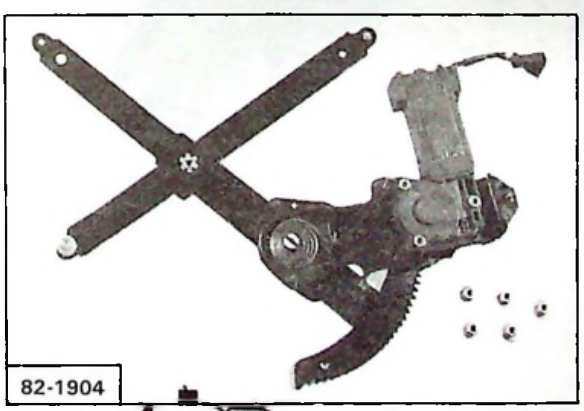
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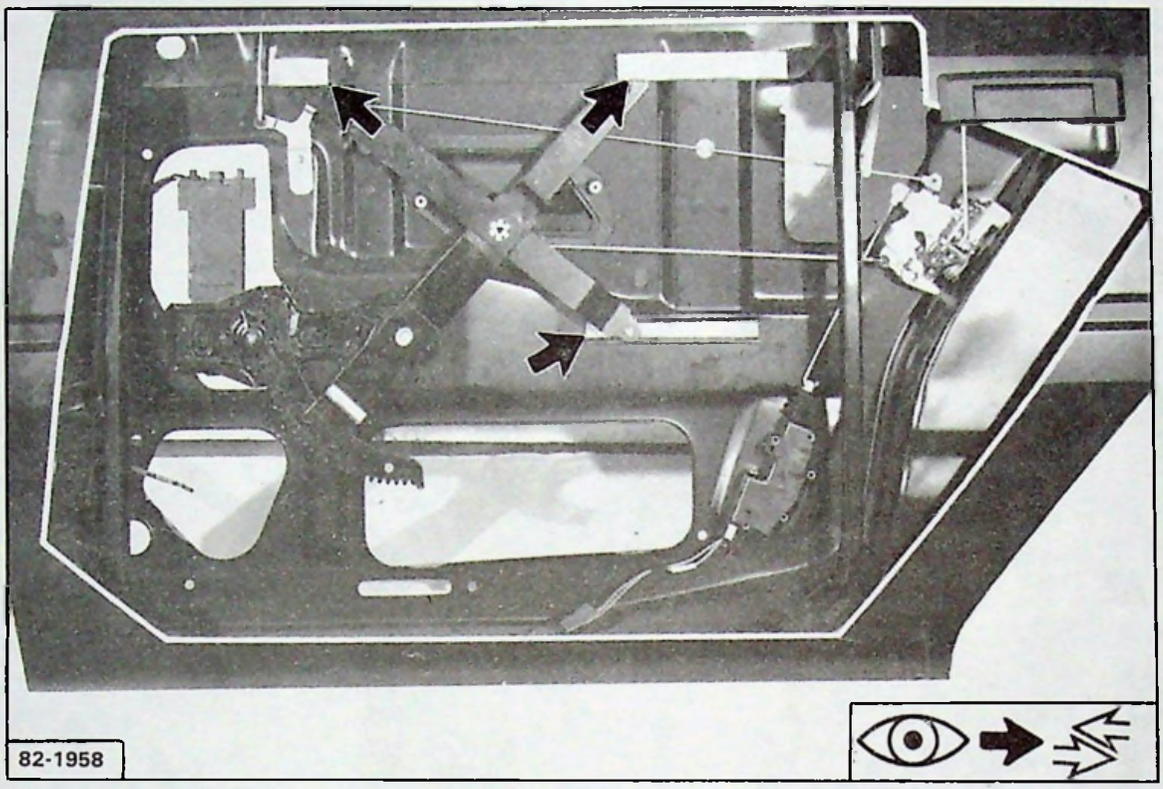
82-1904



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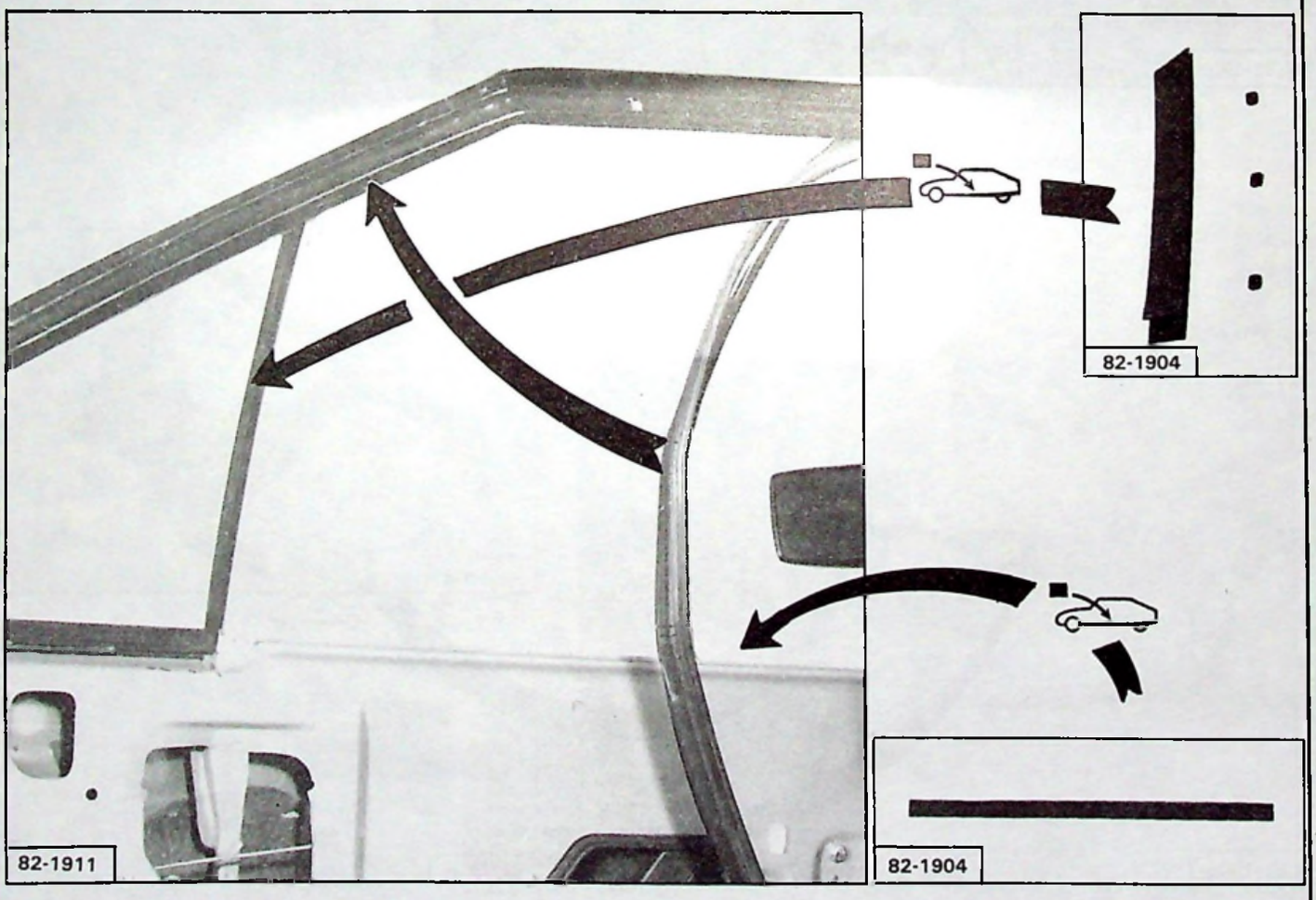
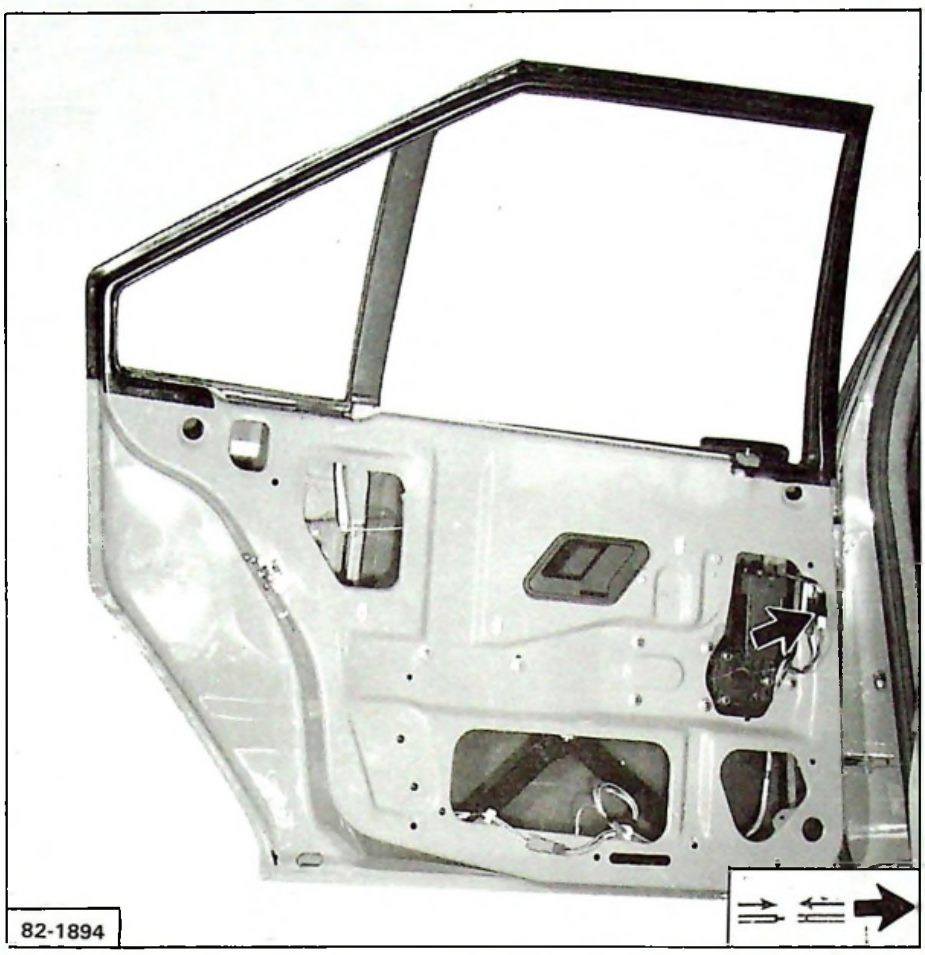


82-1911

82-1904

82-1904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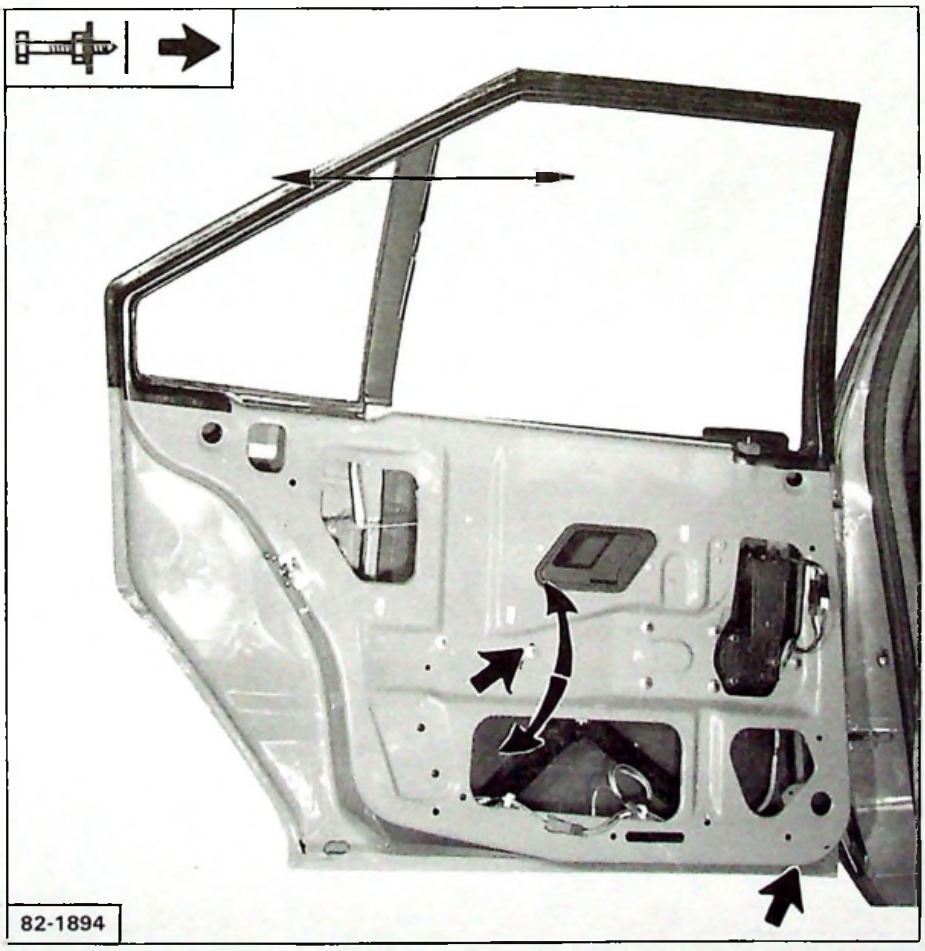
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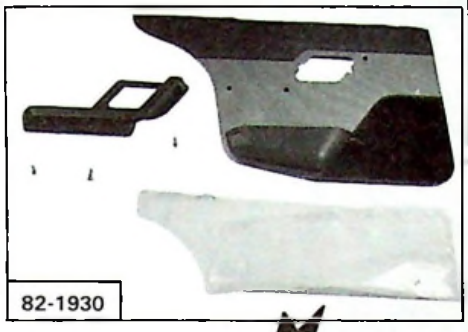
82-1894



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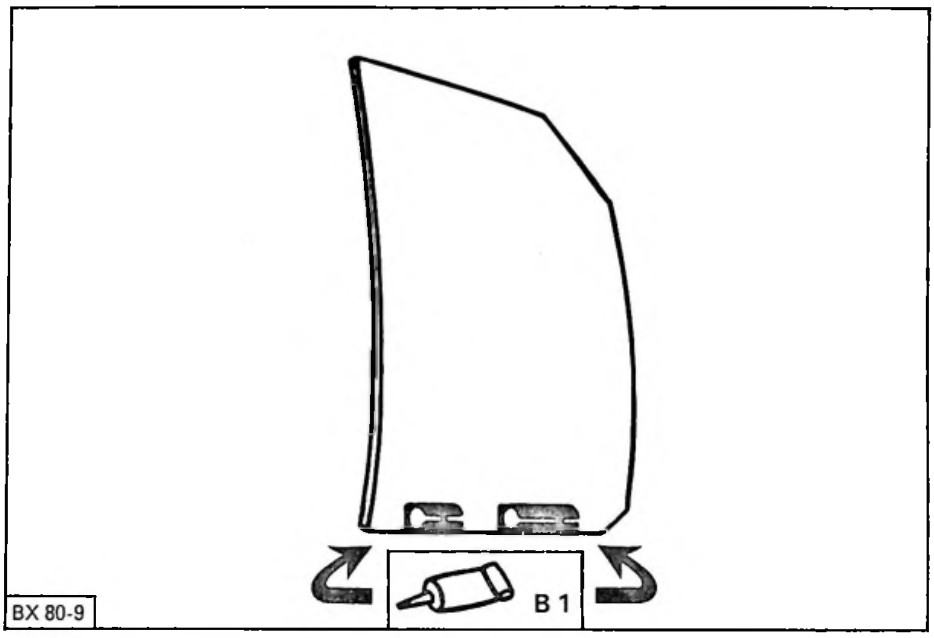
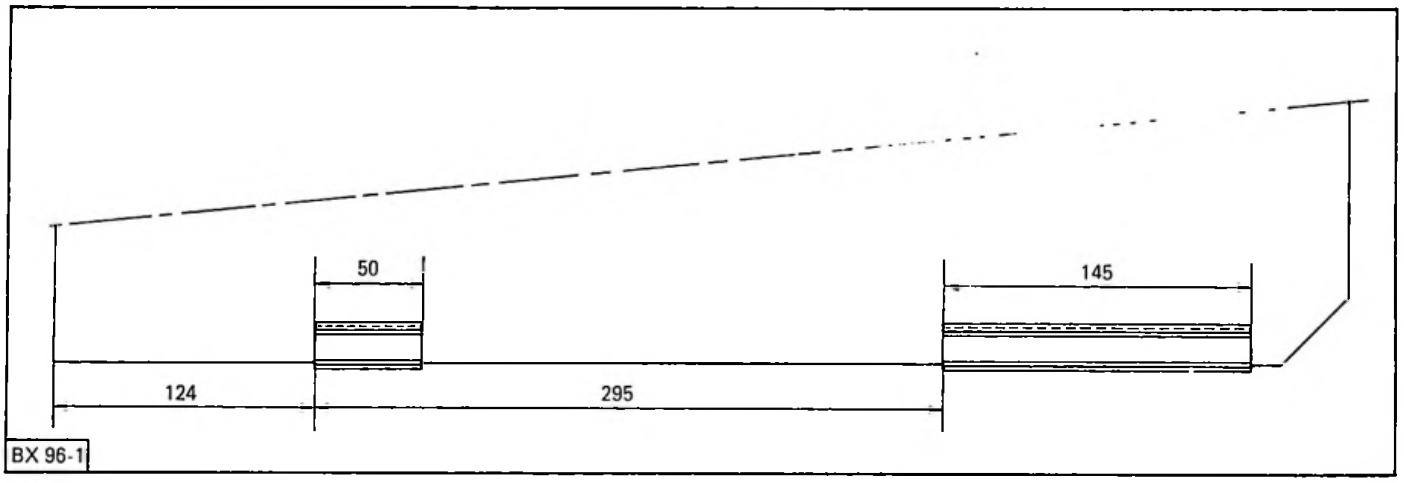

B 1
BX 80-9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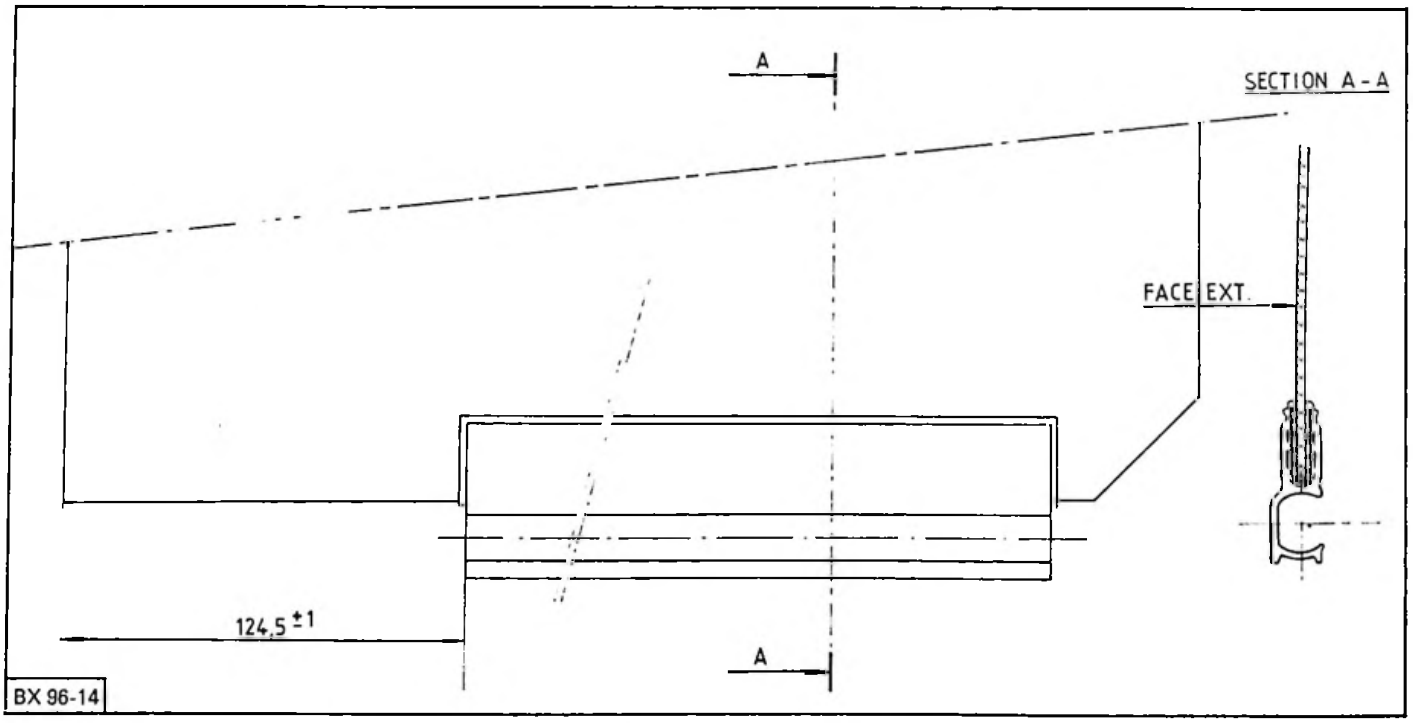
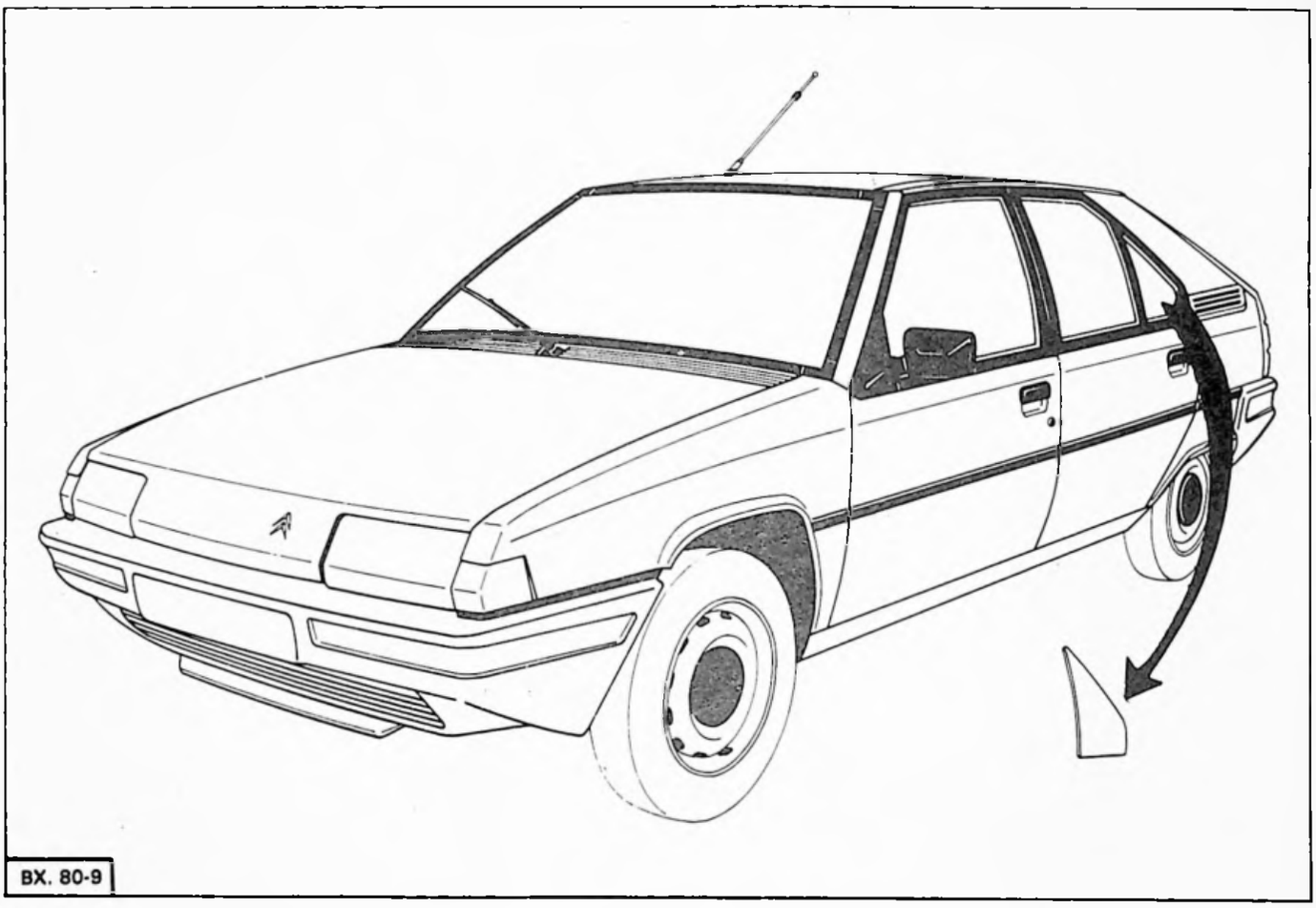
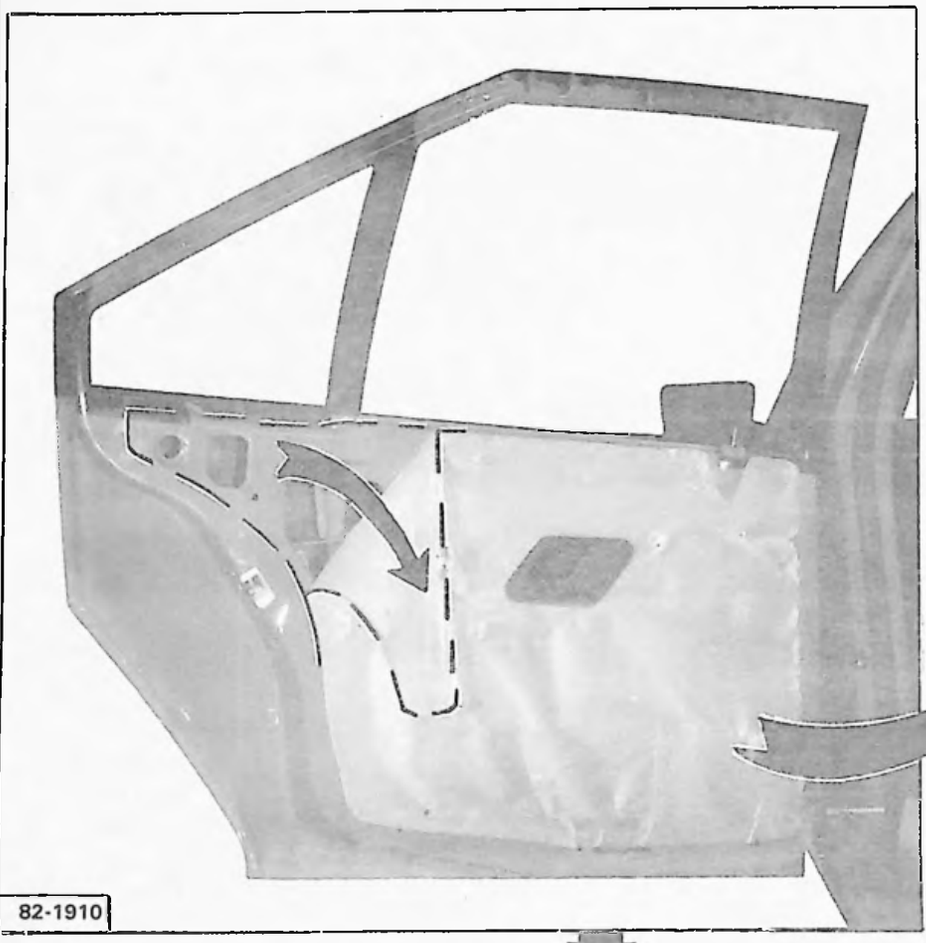
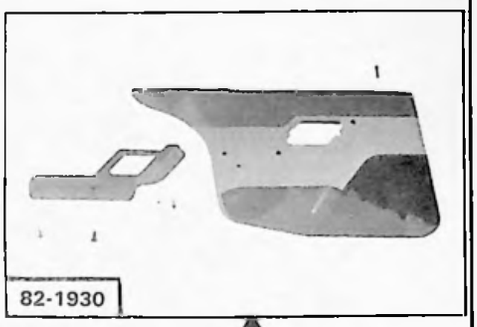
145
124
295
BX 96-1


A
SECTION A - A
FACE EXT.
124,5 ± 1
A
BX 96-14

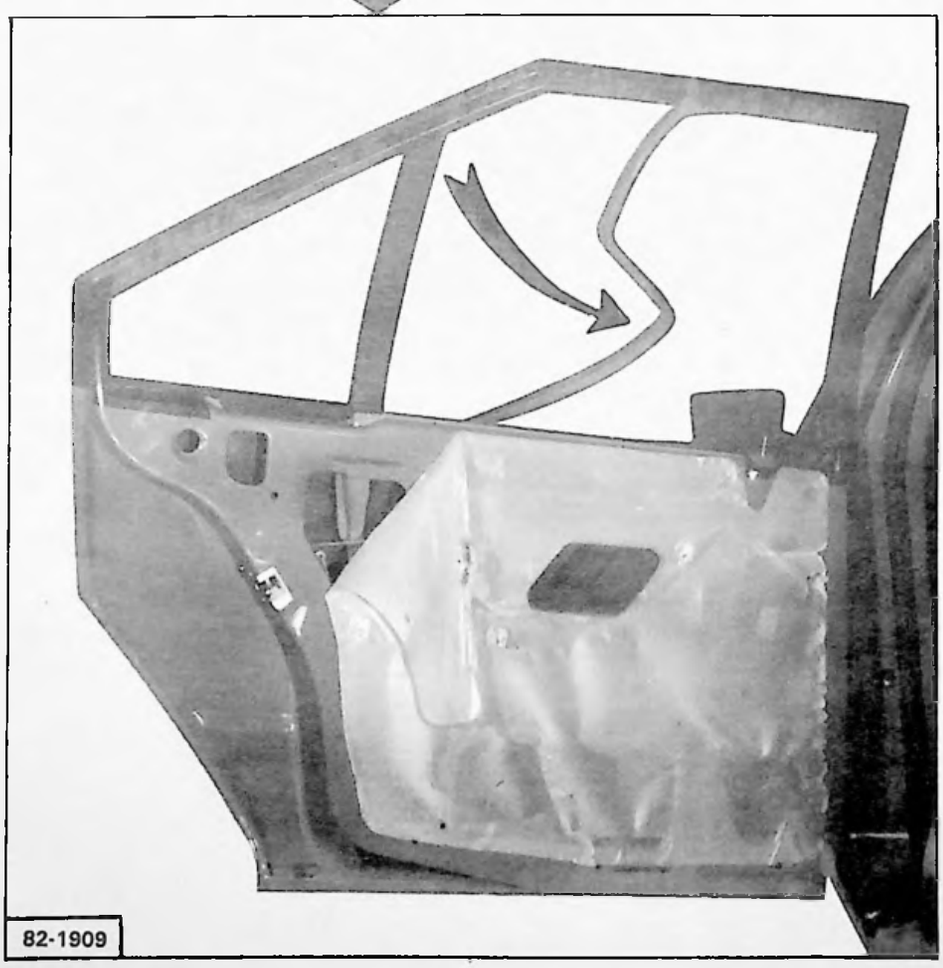


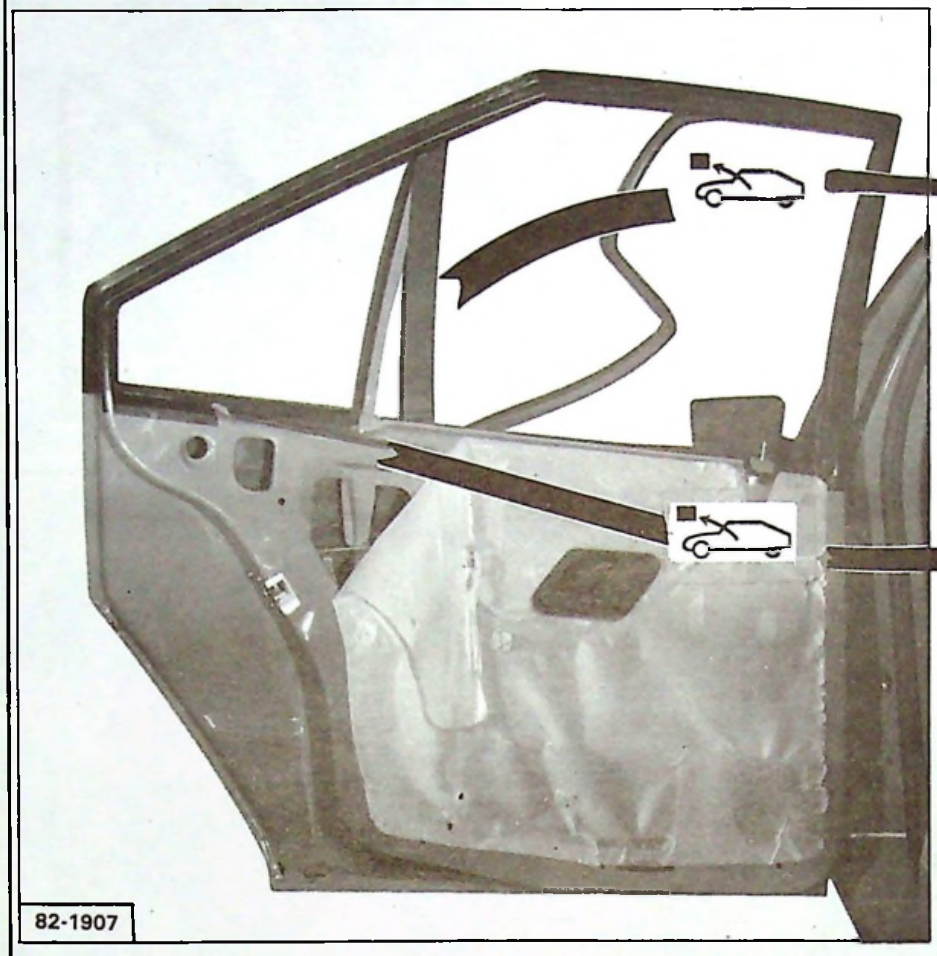
BX. 80-9





XB 842-1

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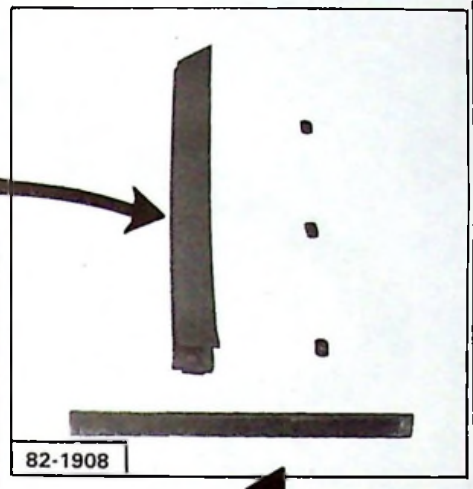
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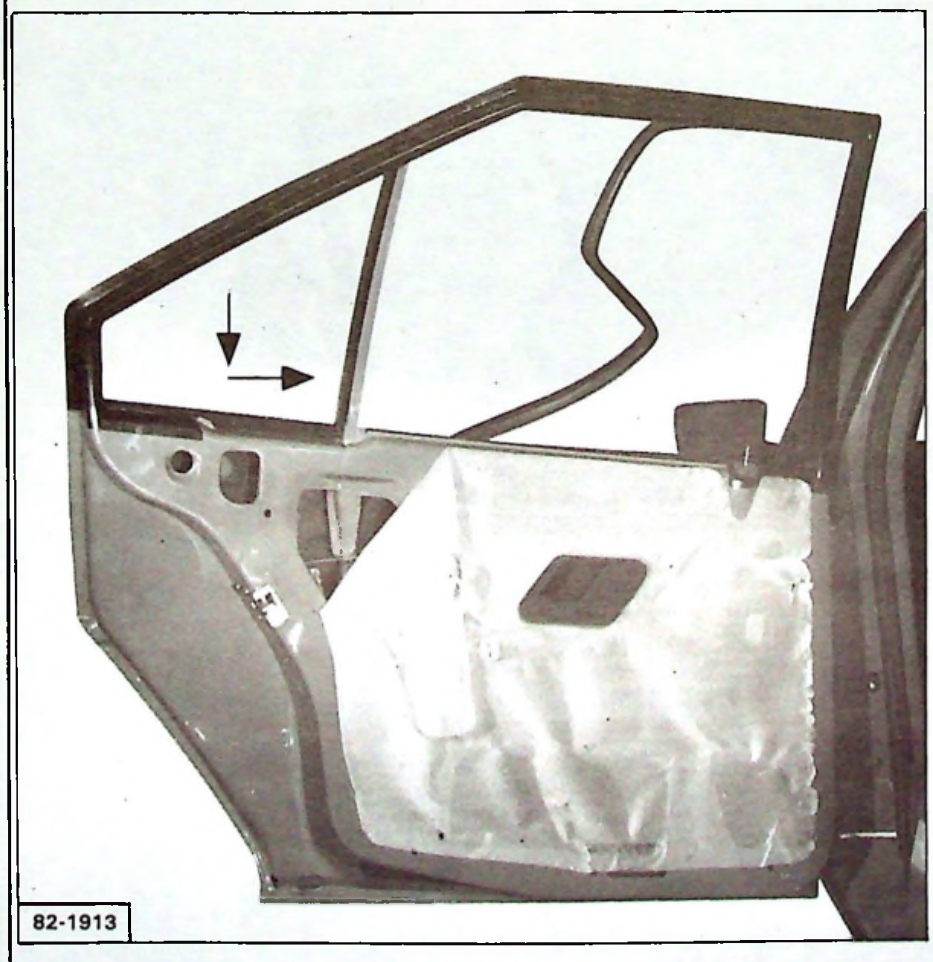
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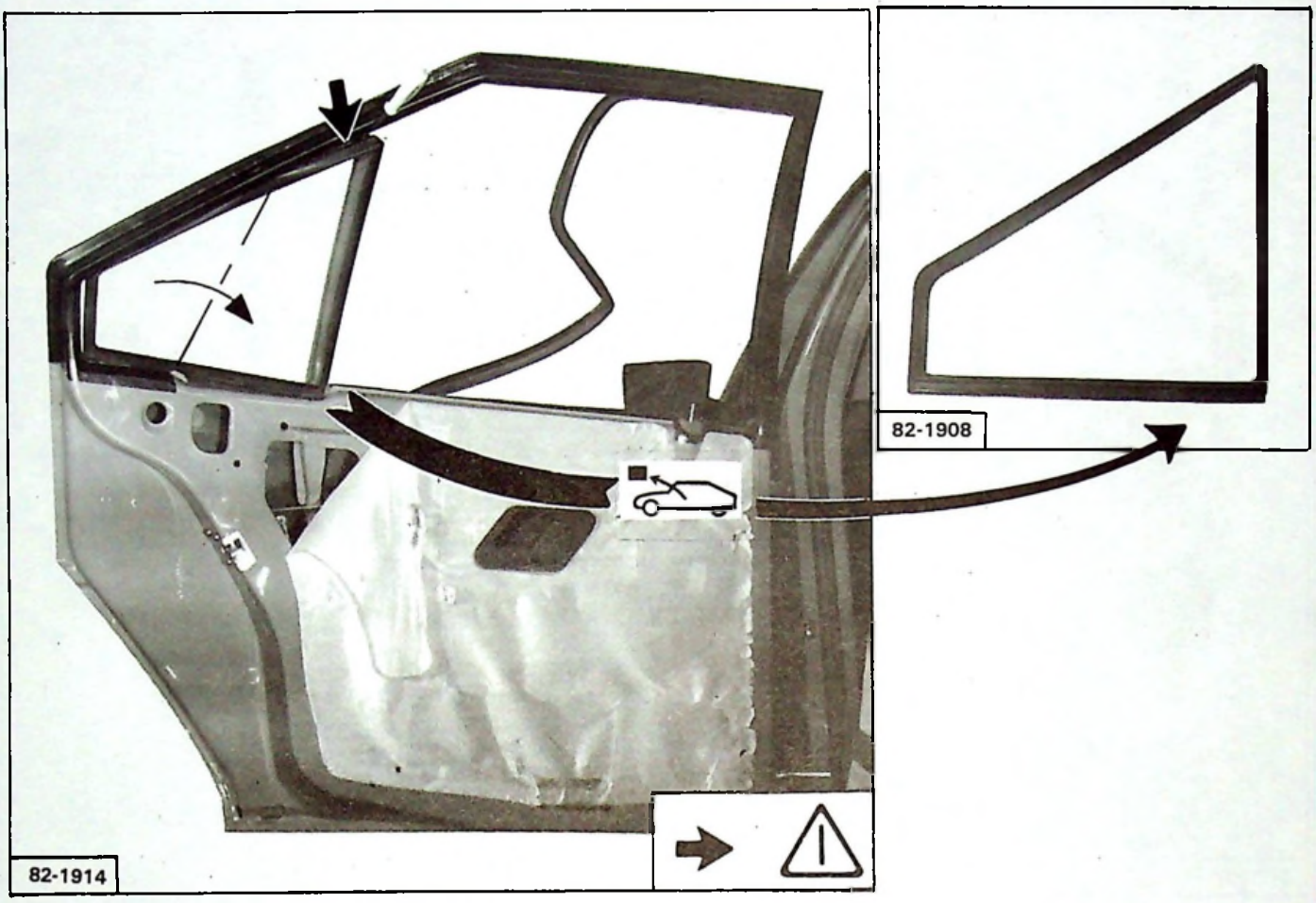
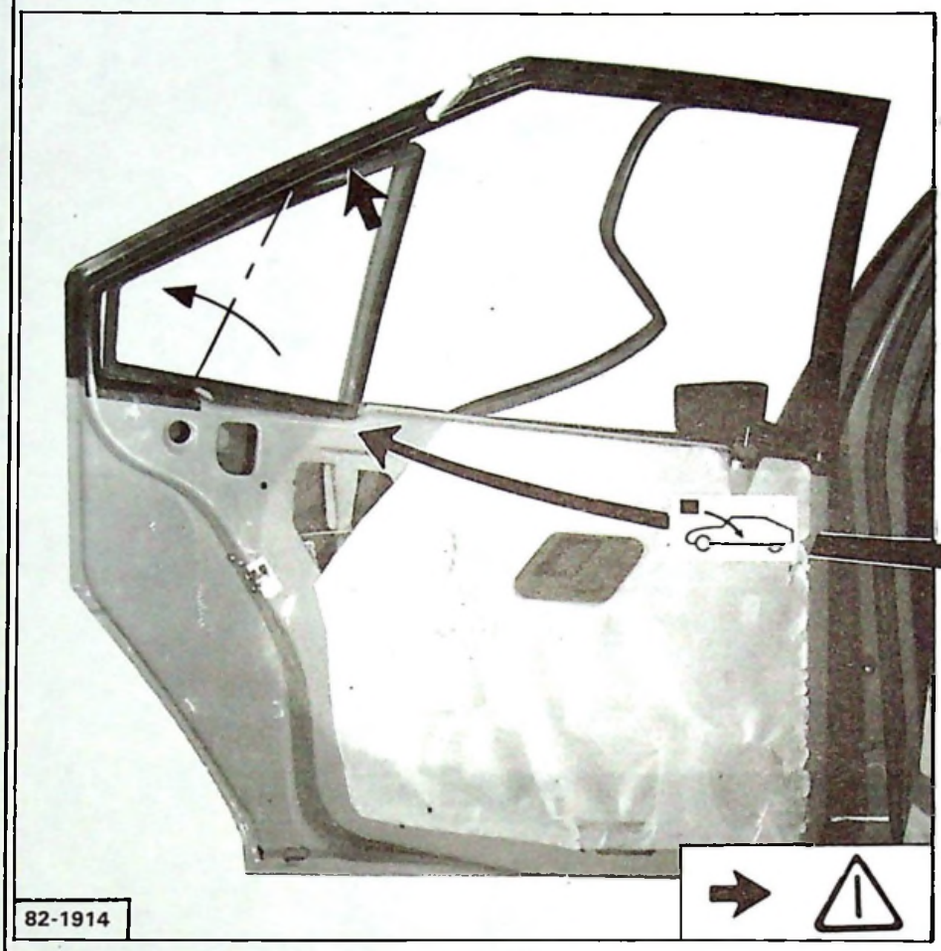

82-1908
82-1914

82-1912



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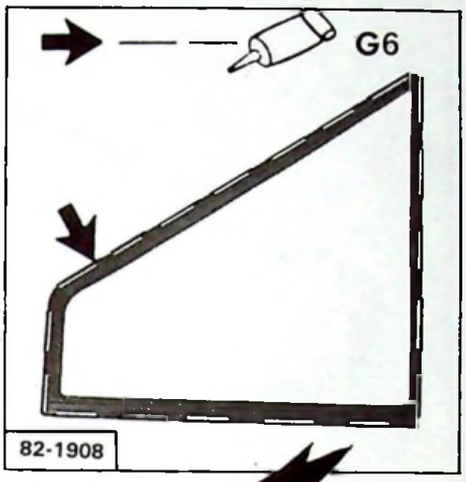

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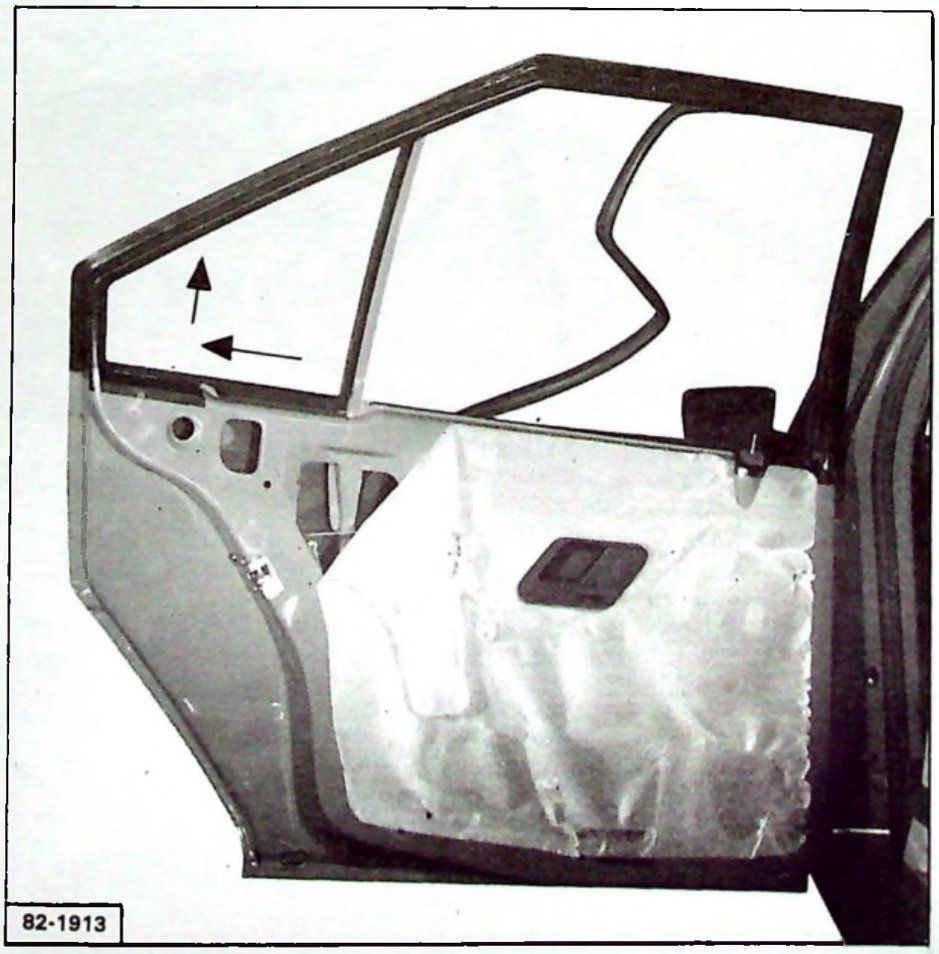

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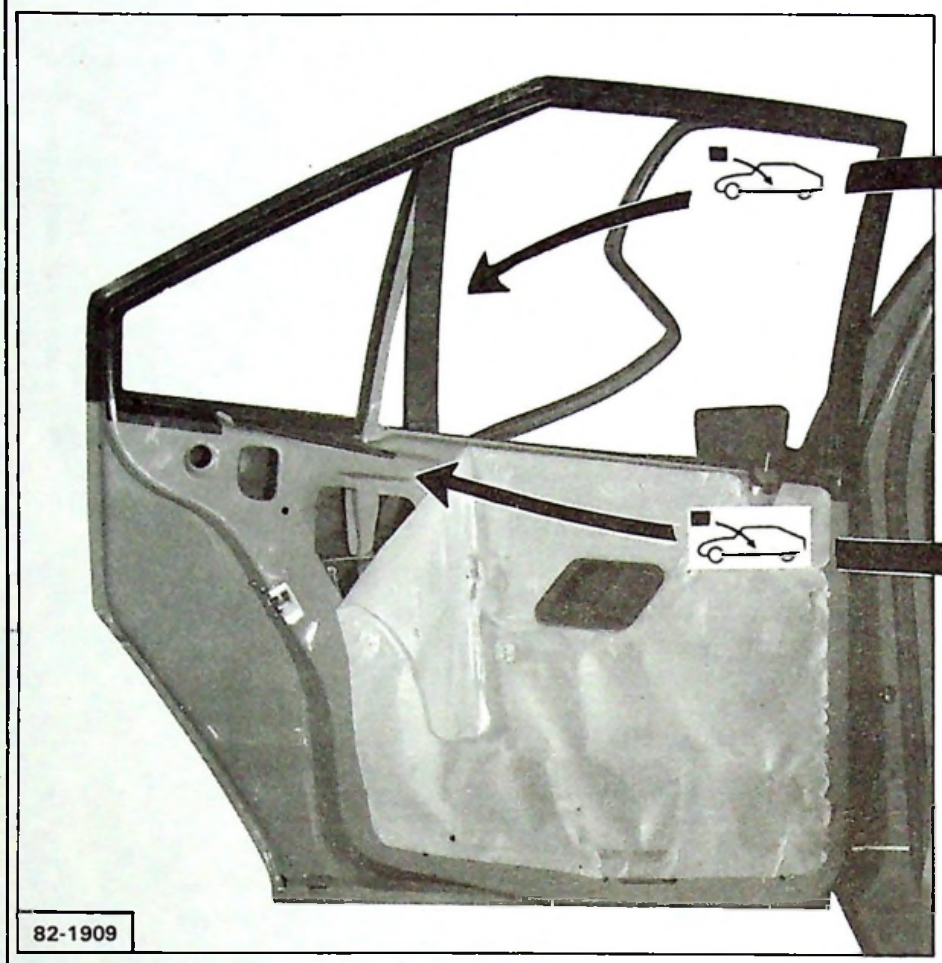

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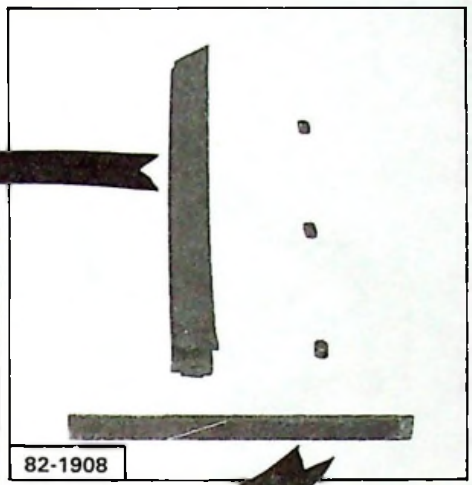

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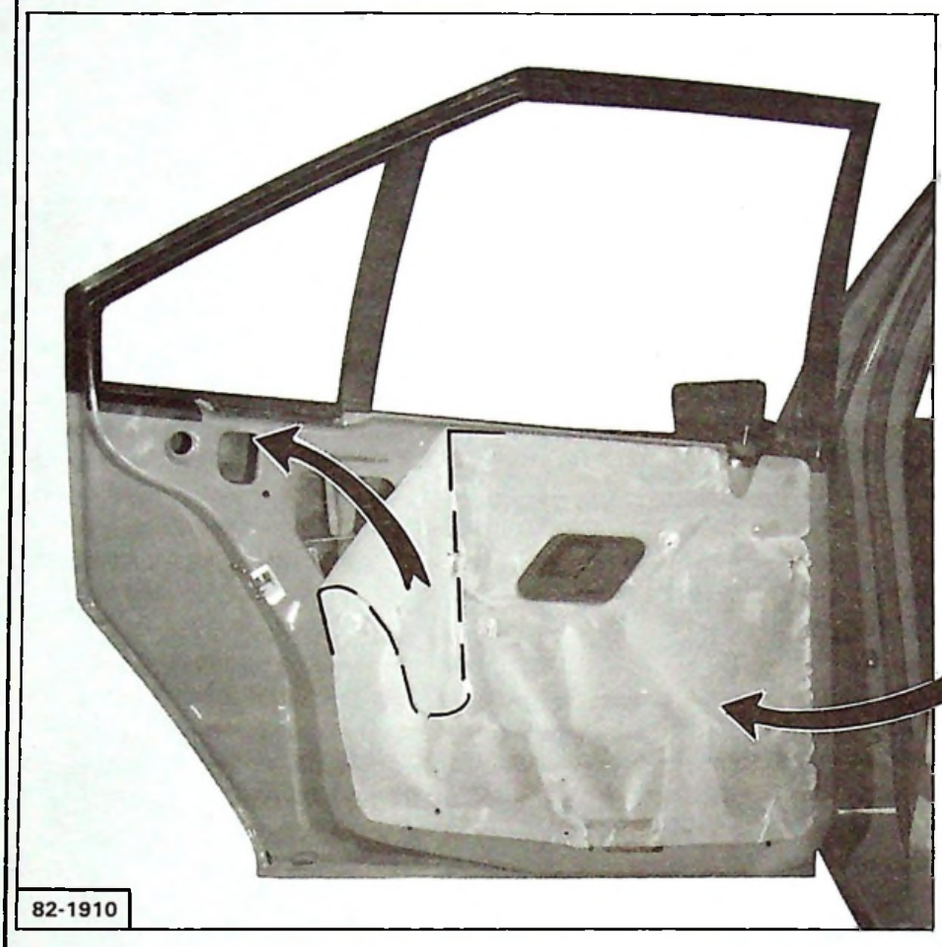
82-1907



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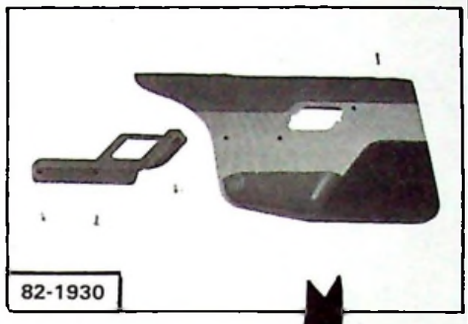
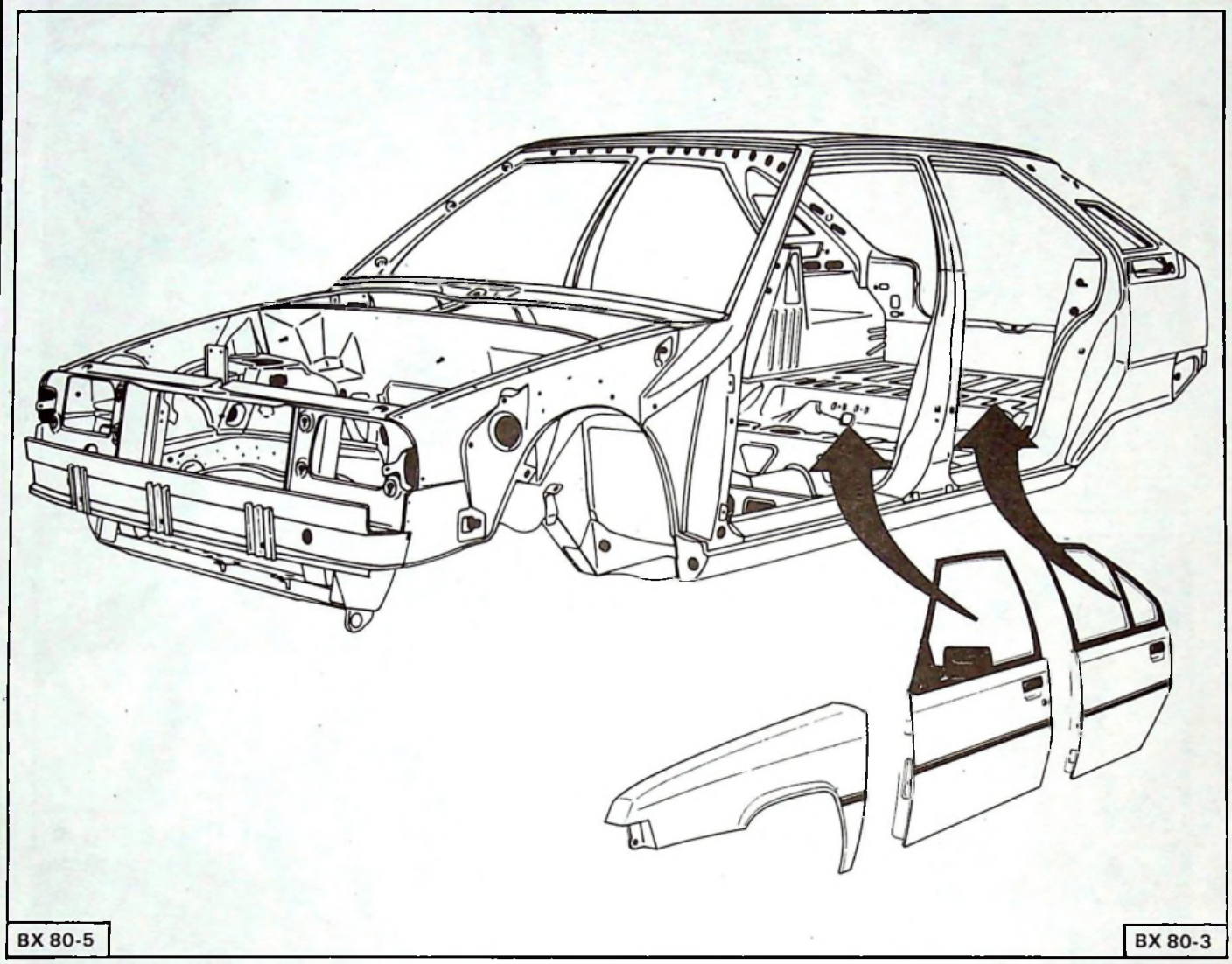


82-1930

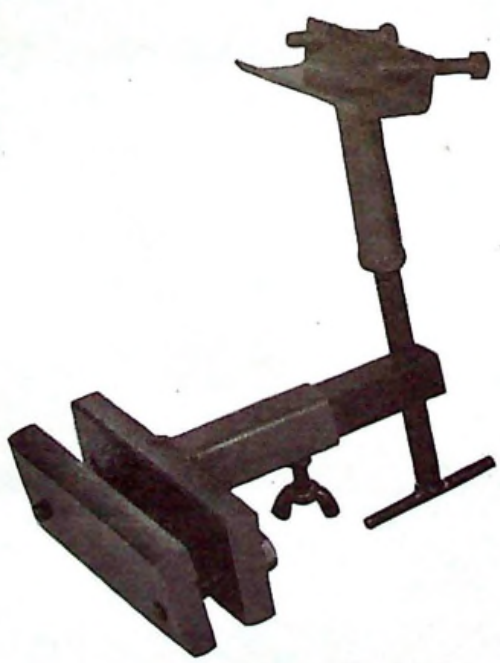
XB 842-1



BX 80-5

BX 80-3

7501 - T



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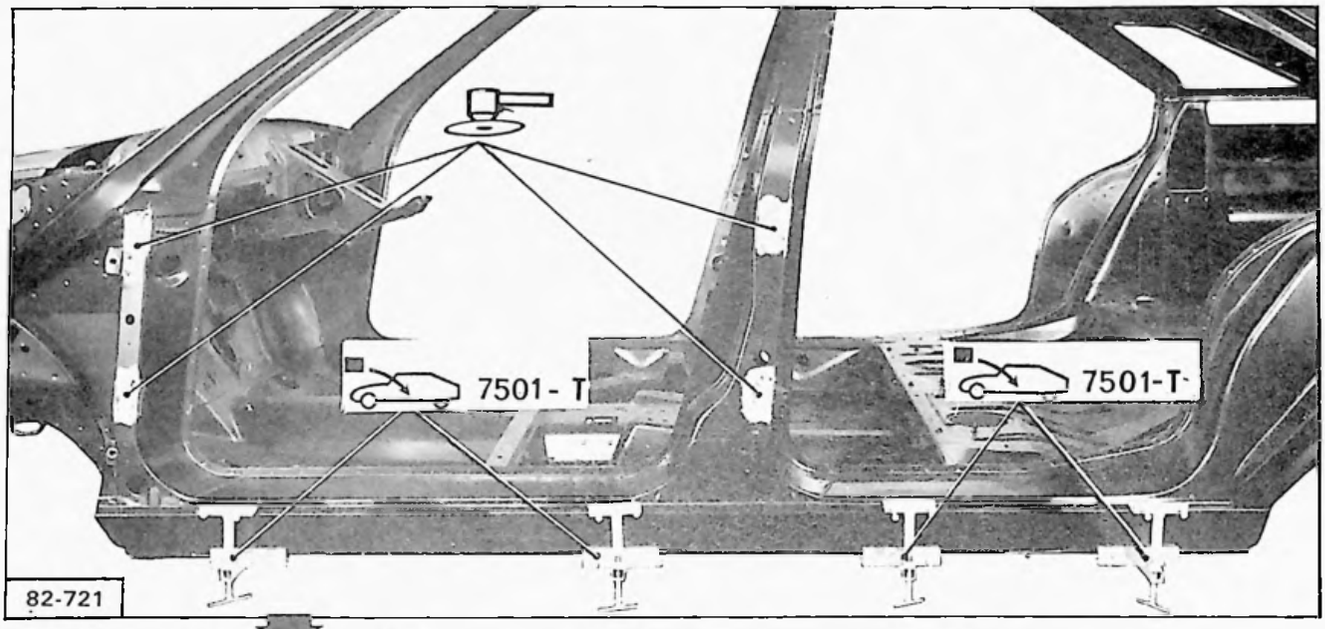
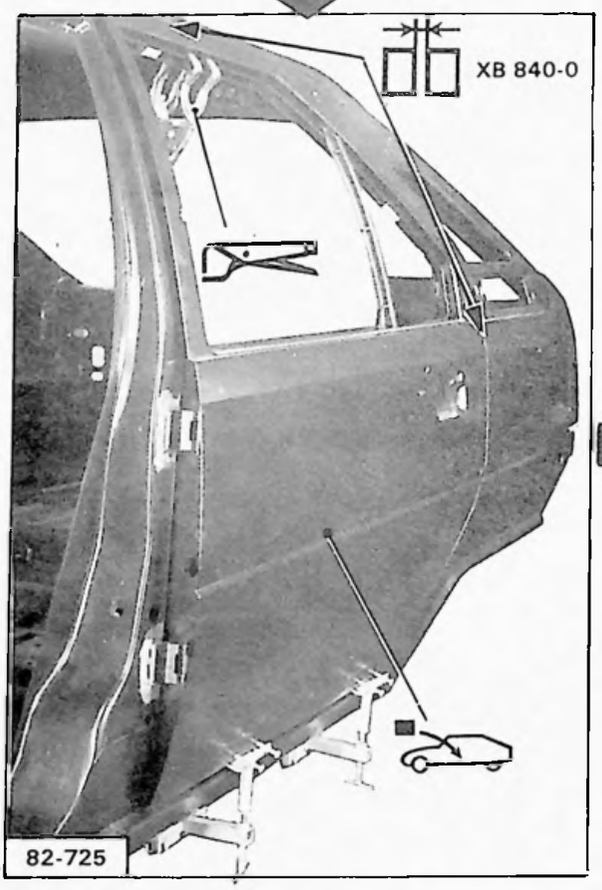

7501- T
7501-T
82-721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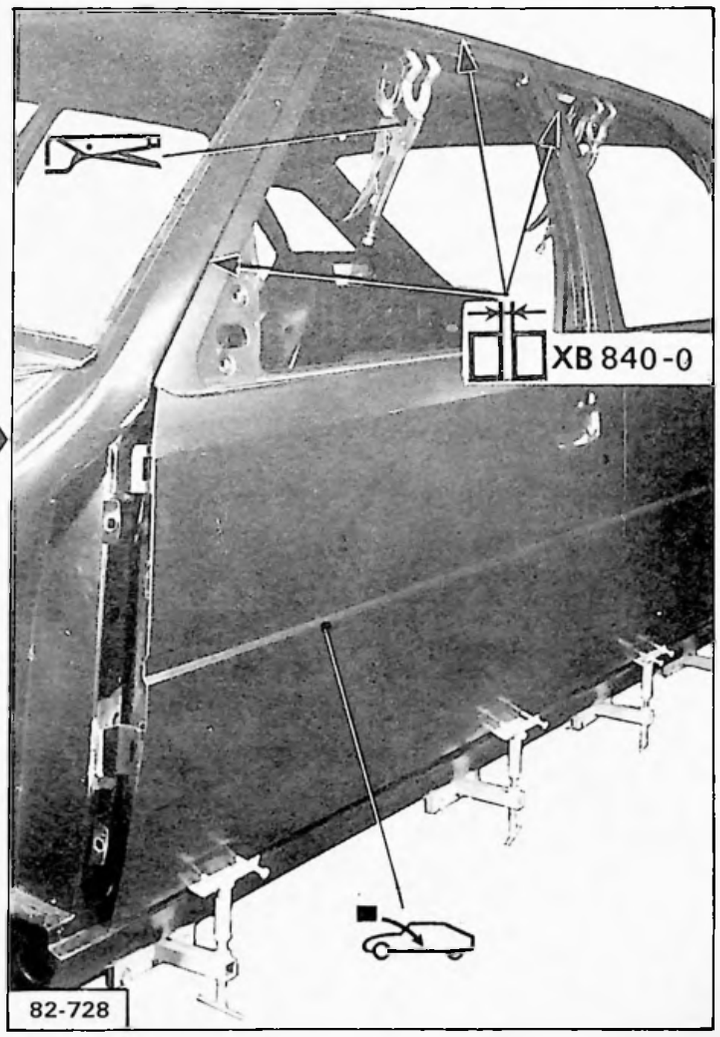
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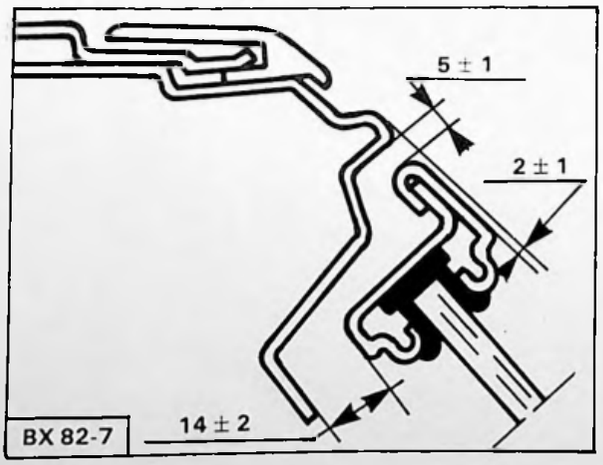
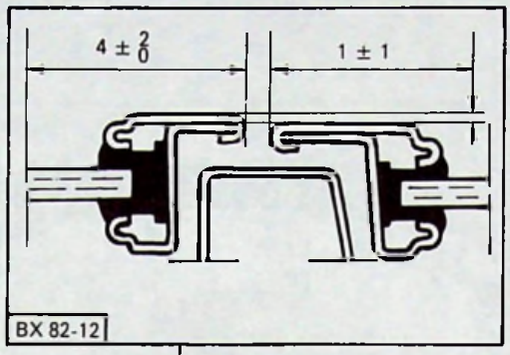
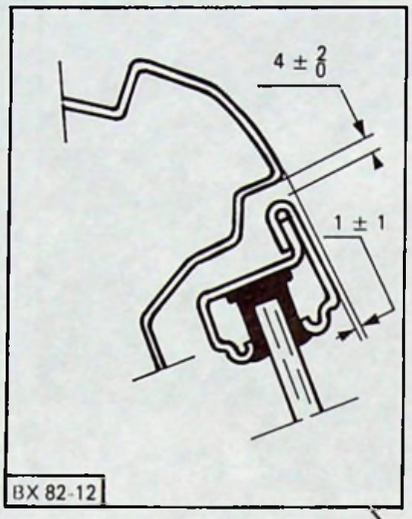
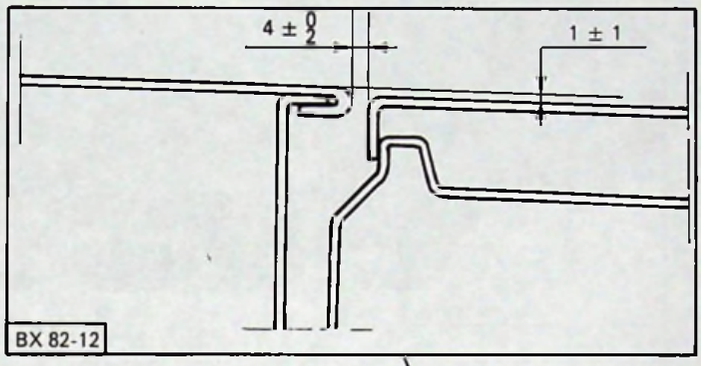
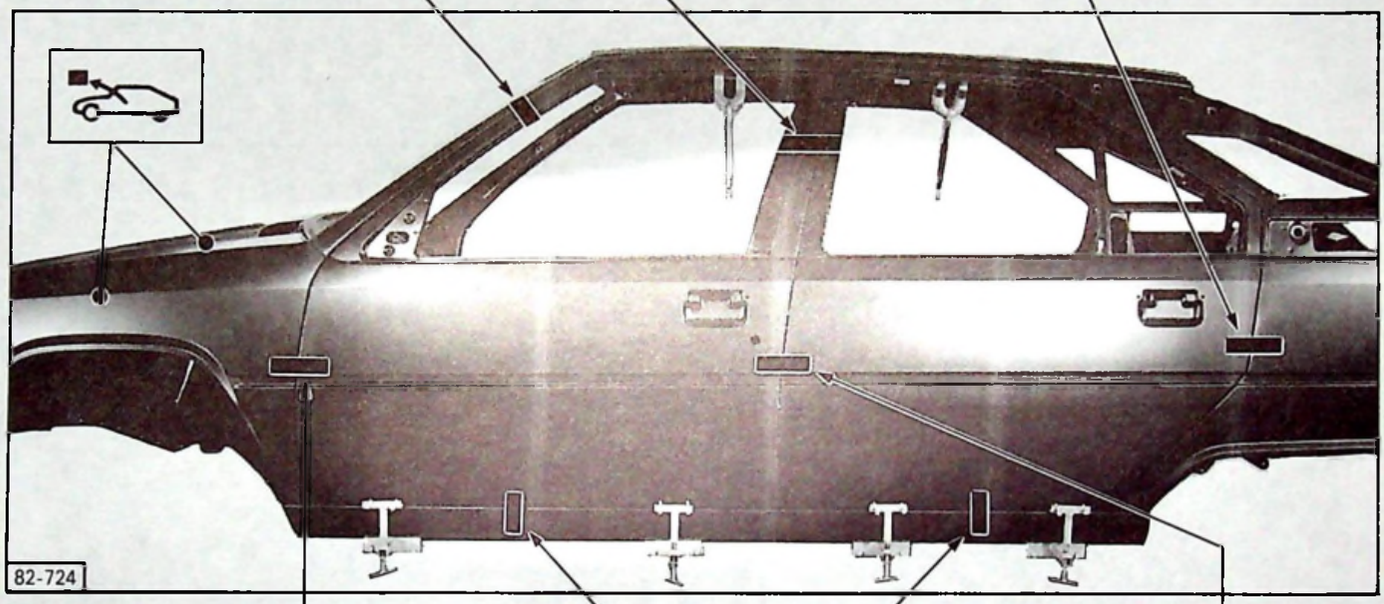

5 ± 1
2 ± 1
14 ± 2
BX 82-7


4 ± 2/0
1 ± 1
BX 82-12


4 ± 2/0
1 ± 1
BX 82-12


4 ± 0/2
1 ± 1
BX 82-12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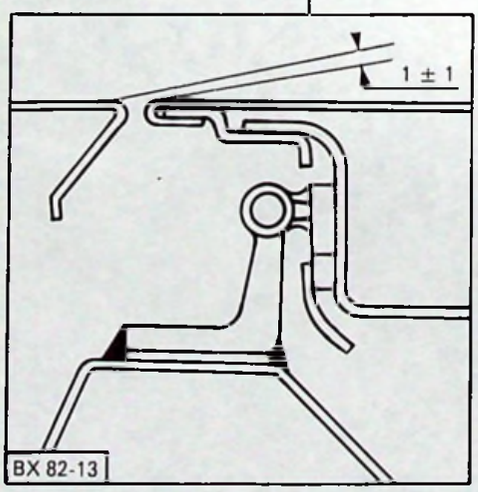
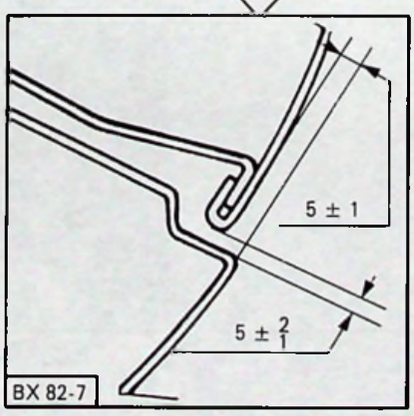
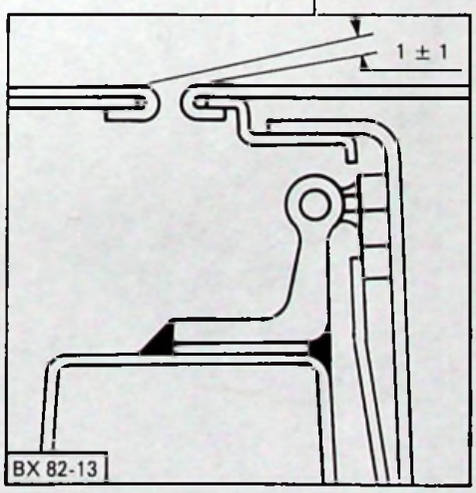
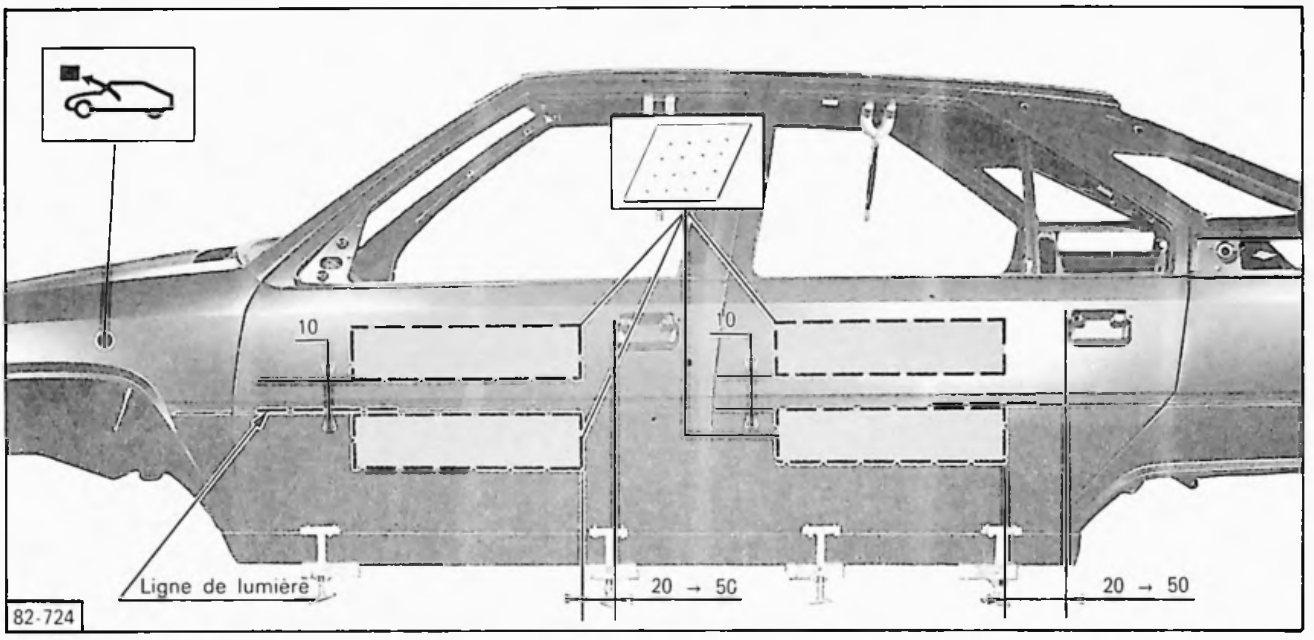
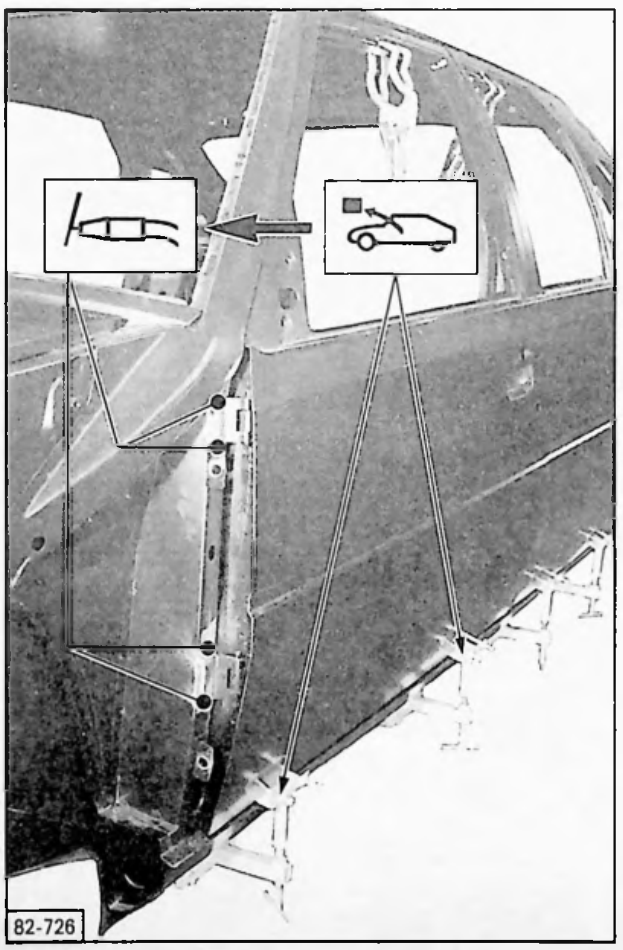

1 ± 1
BX 82-13


5 ± 1
5 ± 2/1
BX 82-7


1 ± 1
BX 82-13


10
10
Ligne de lumière
20 → 50
20 → 50
82-724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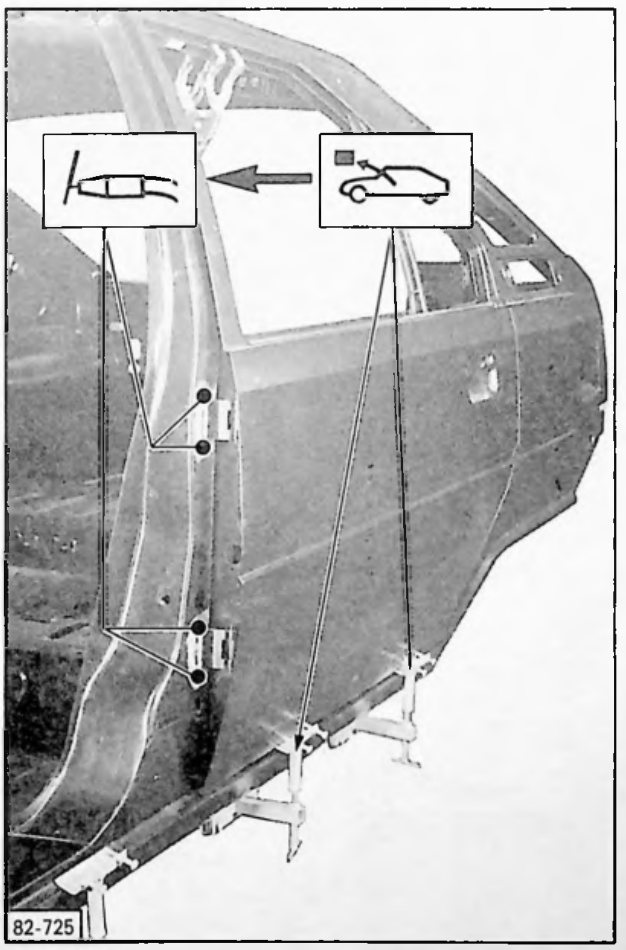
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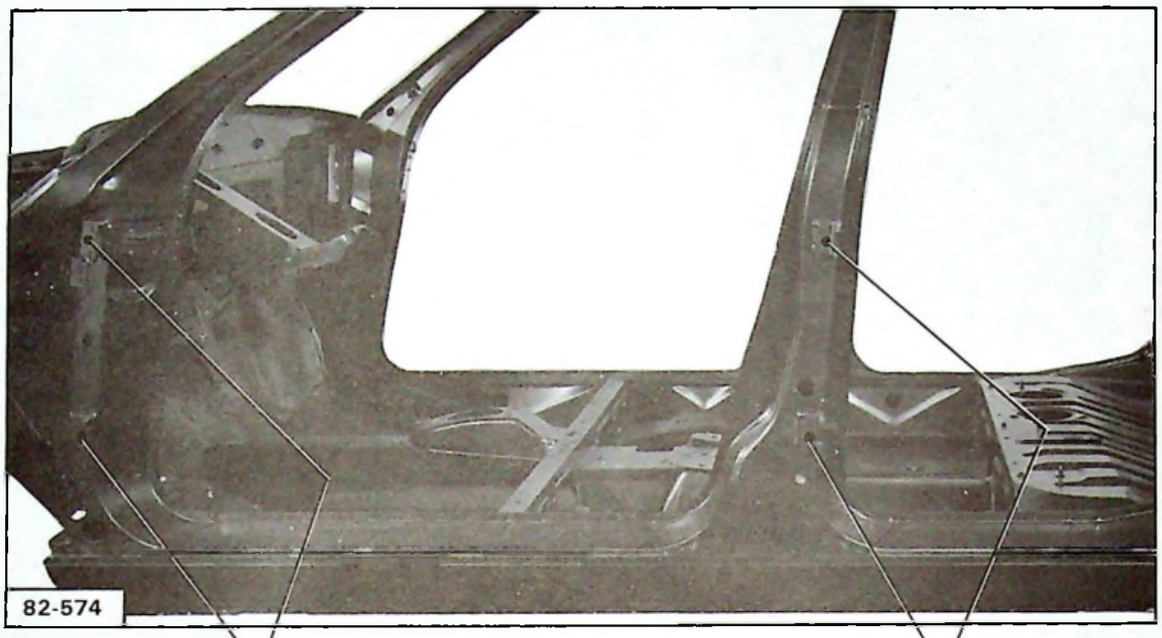
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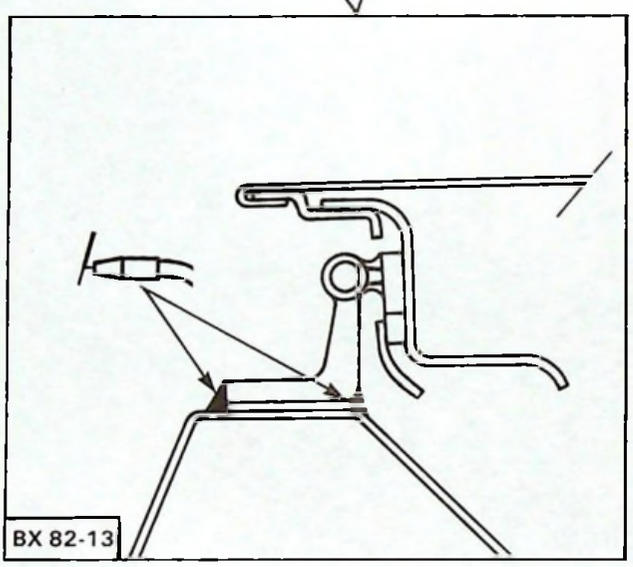
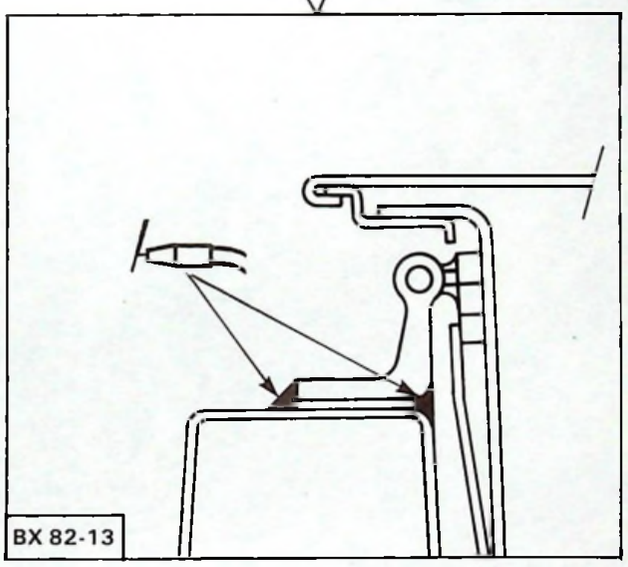
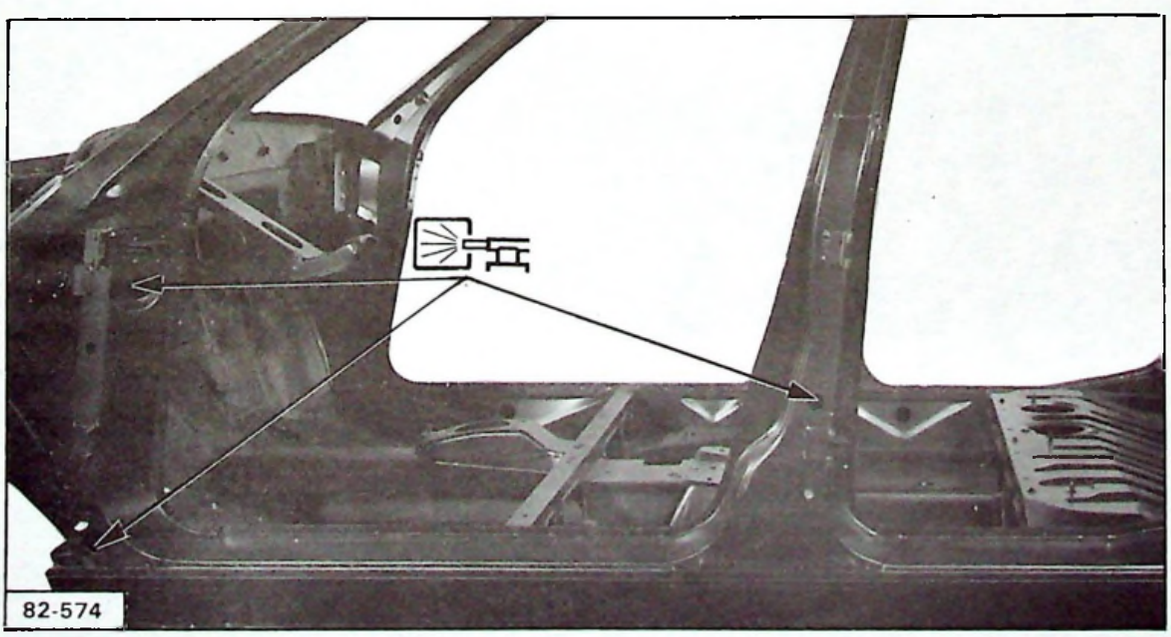
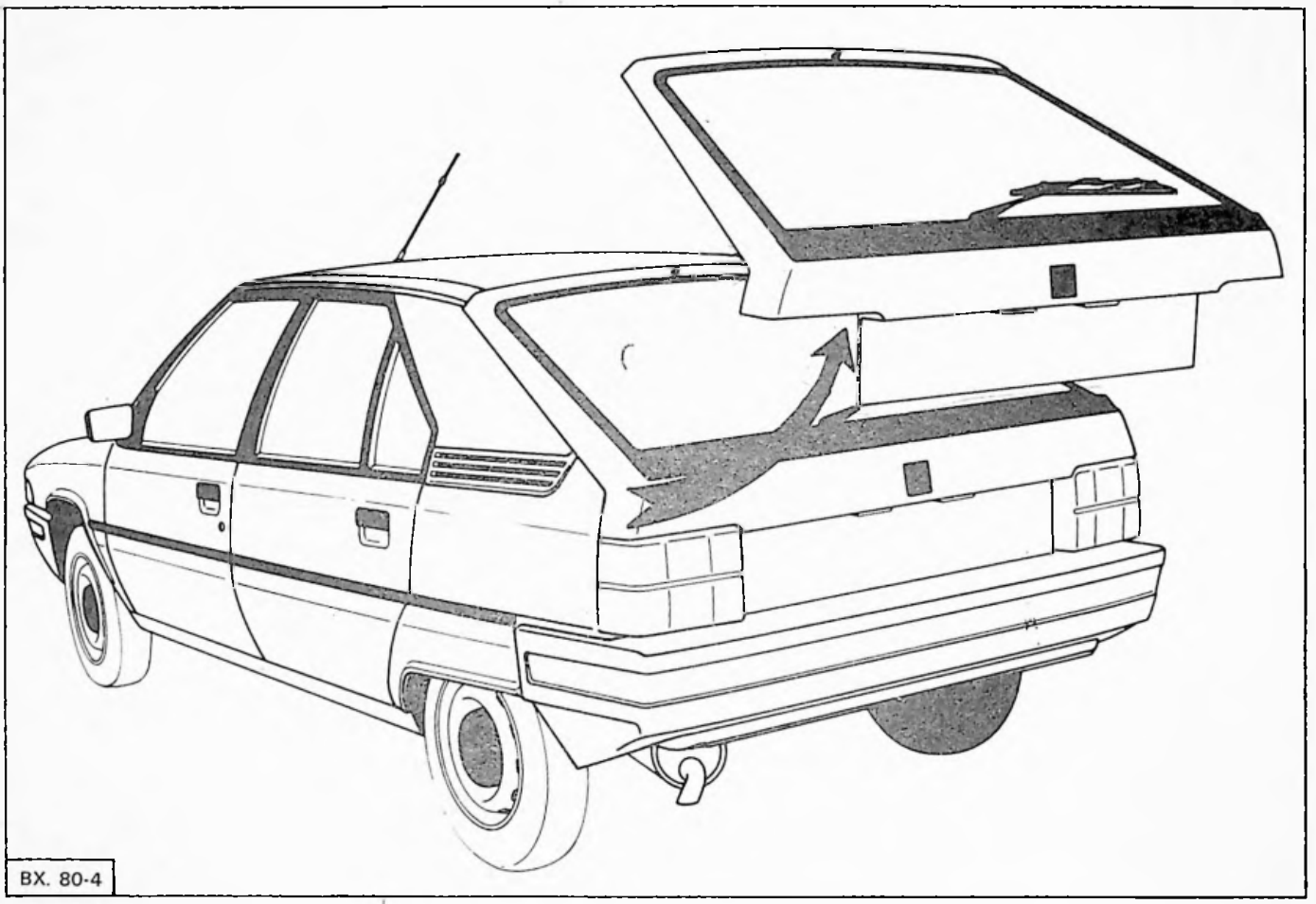

BX 82-13


BX 82-13

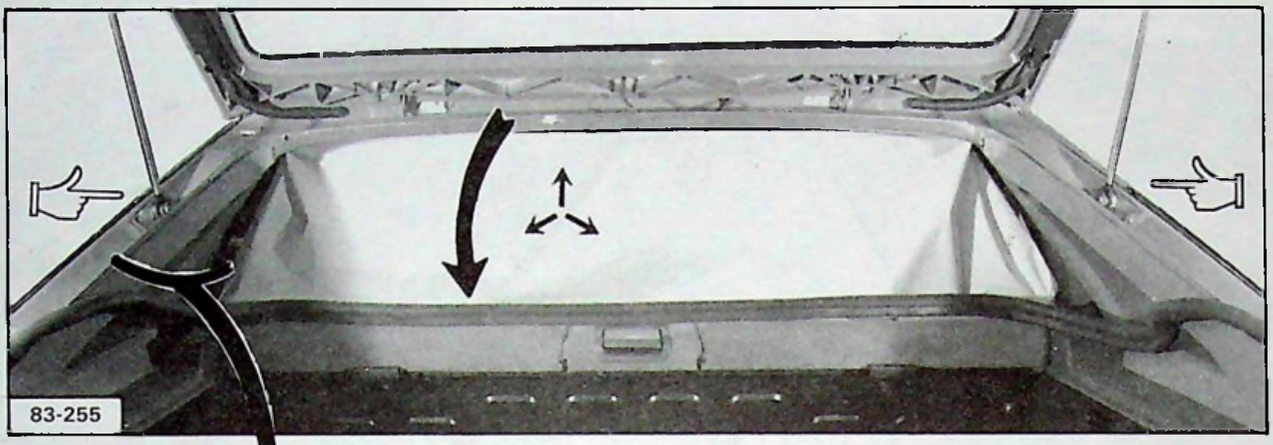

82-574



BX. 80-4

MR. 630-84/23 a

83-265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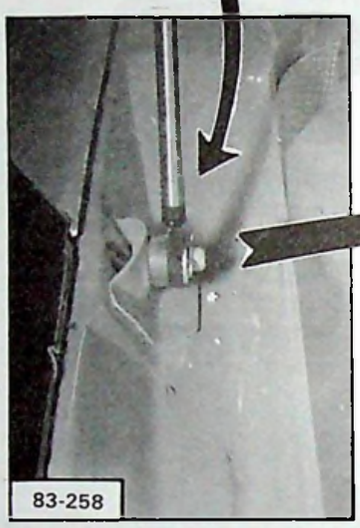
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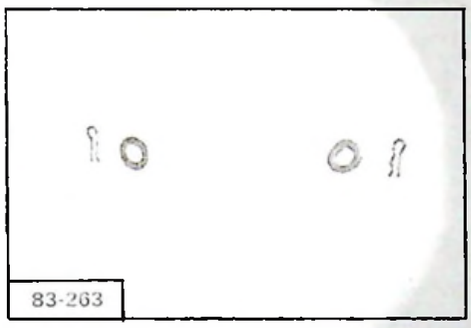
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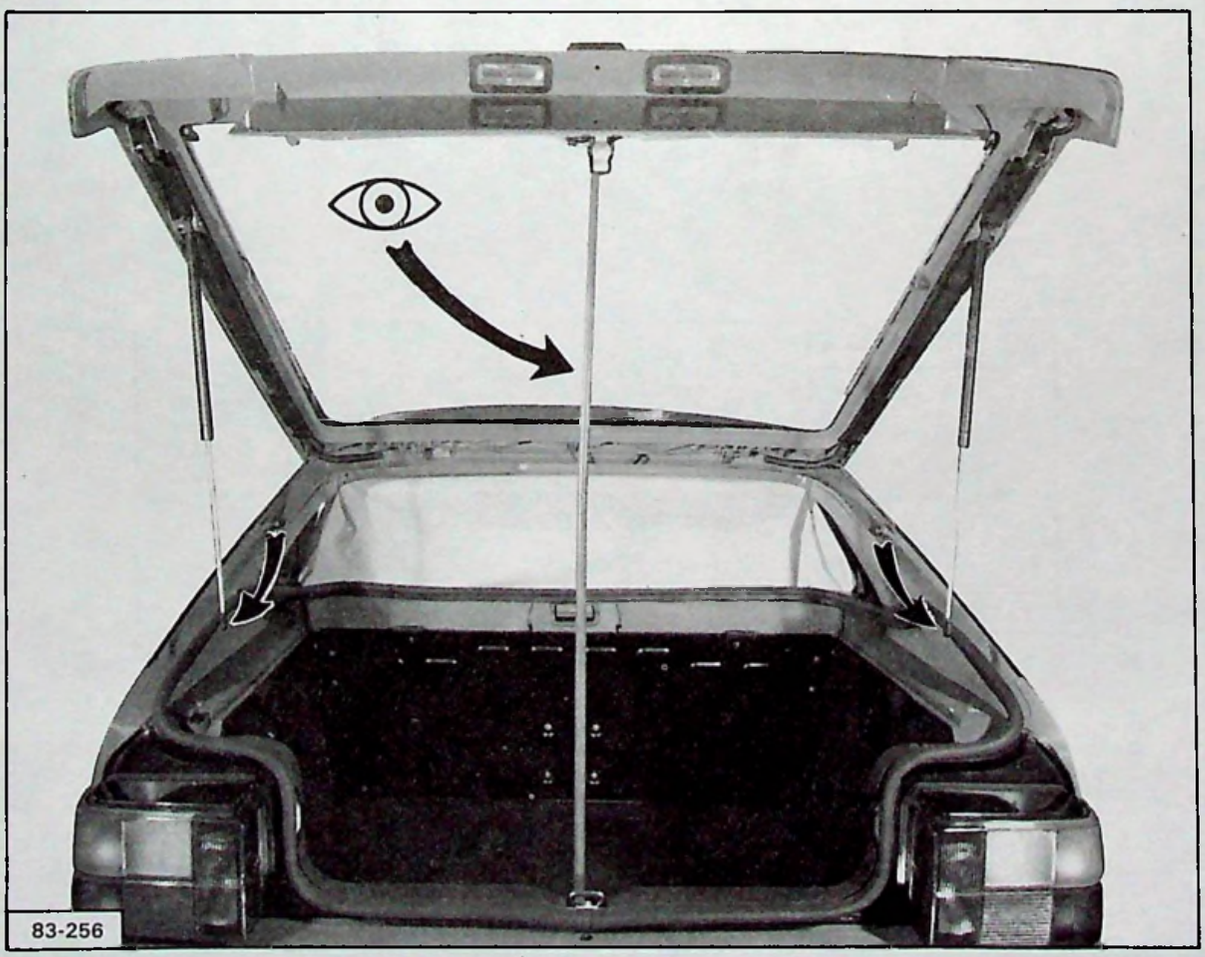
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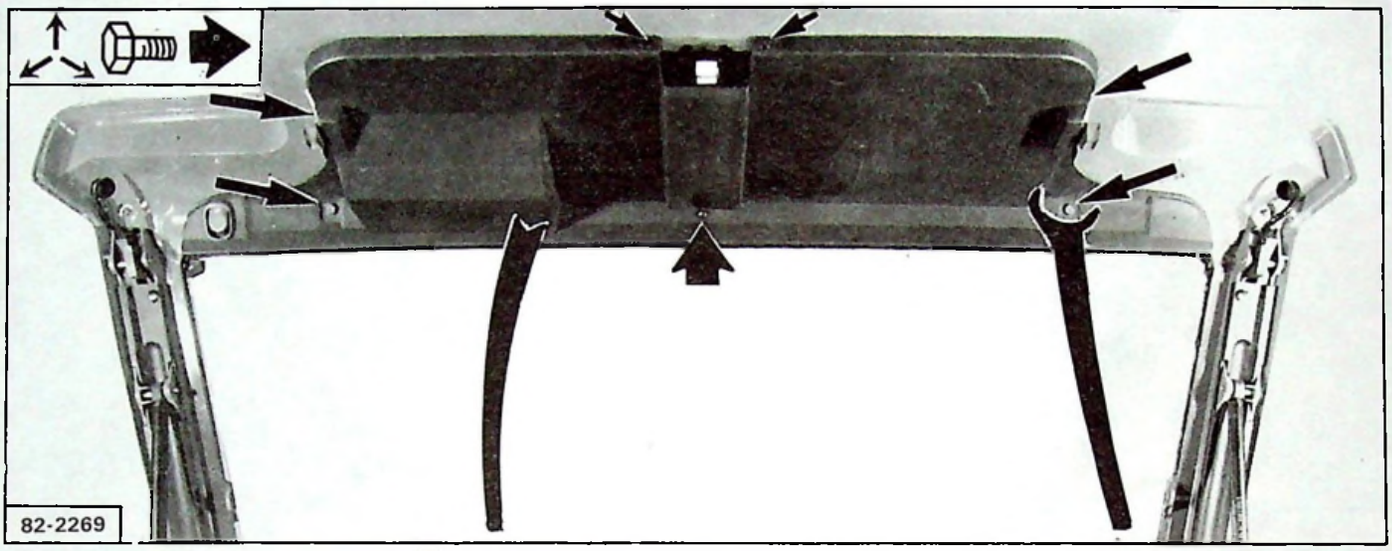
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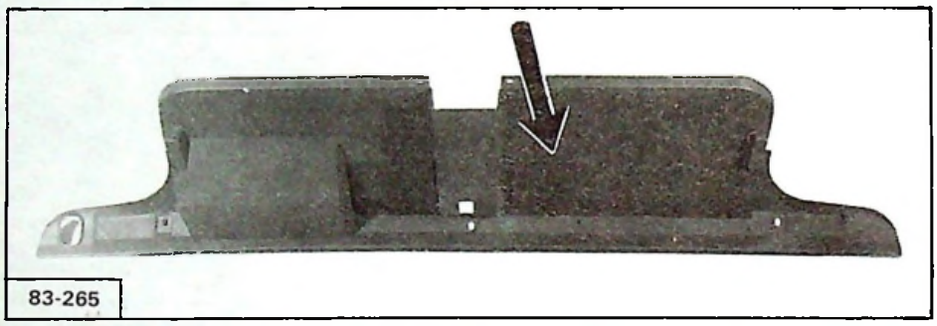
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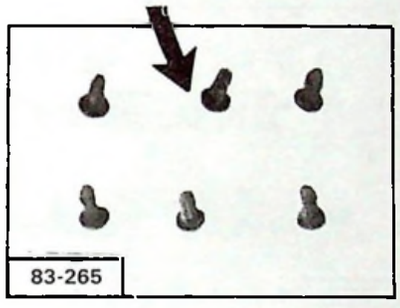
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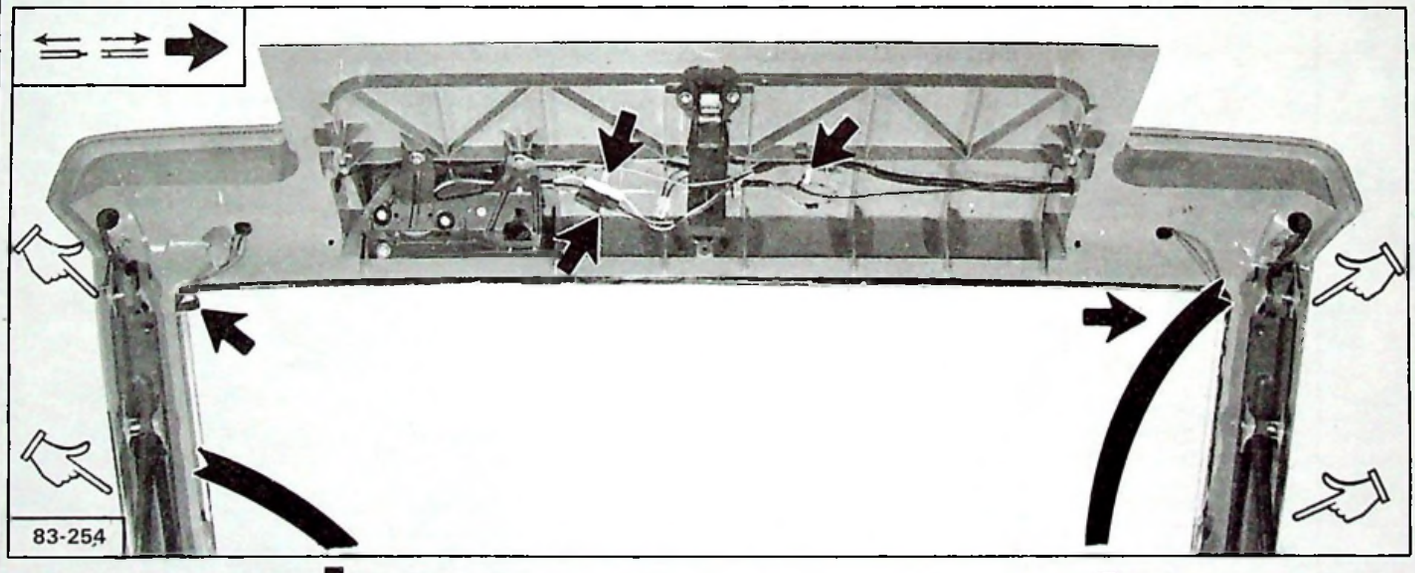
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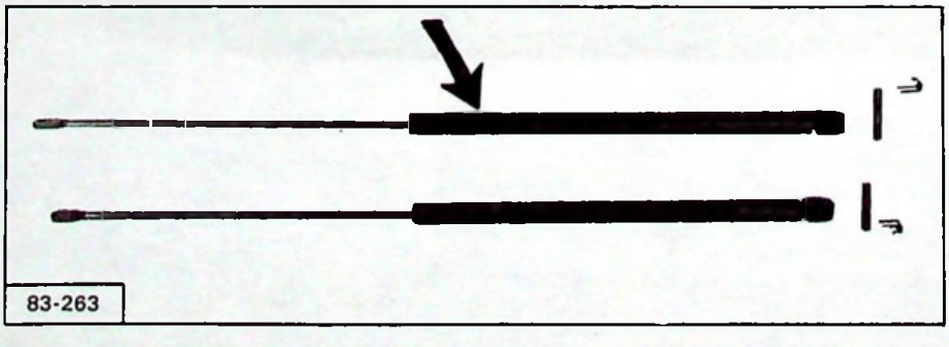
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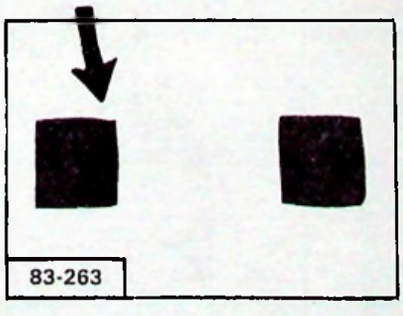
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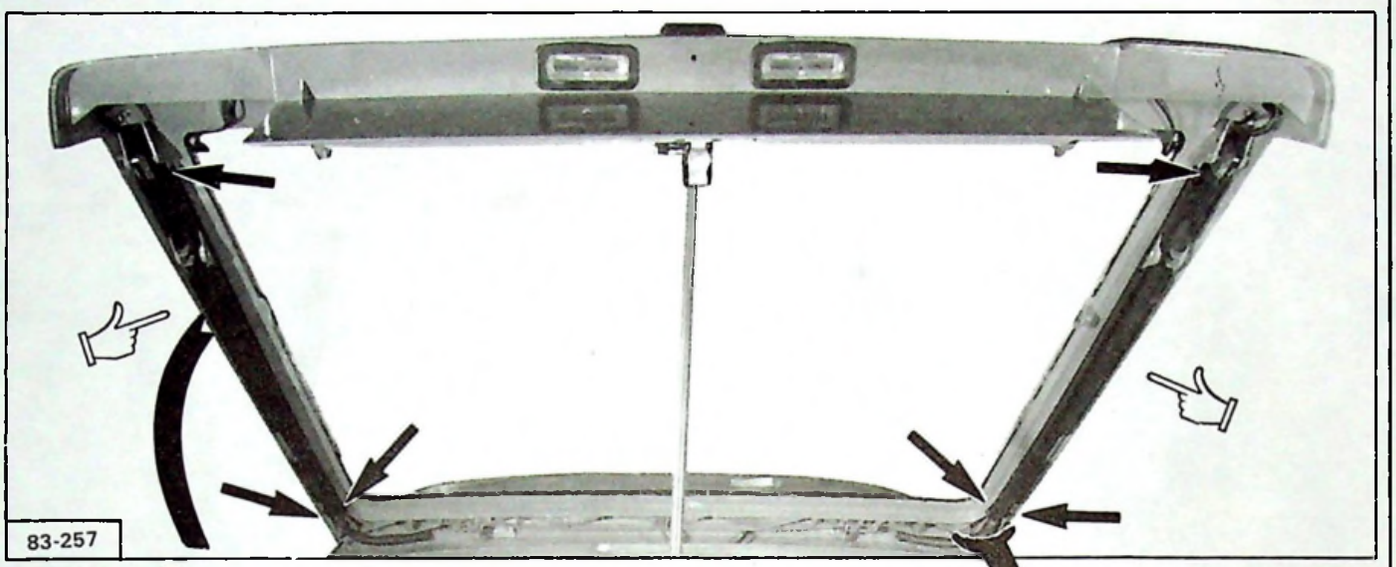
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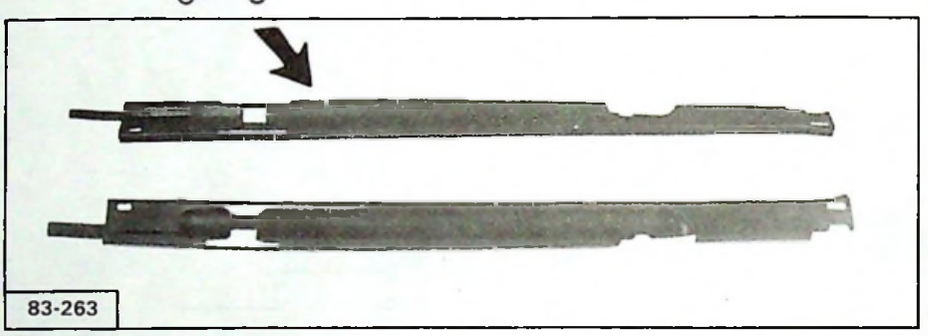
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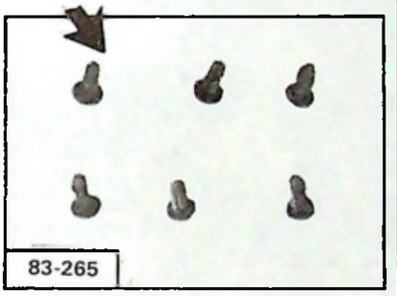
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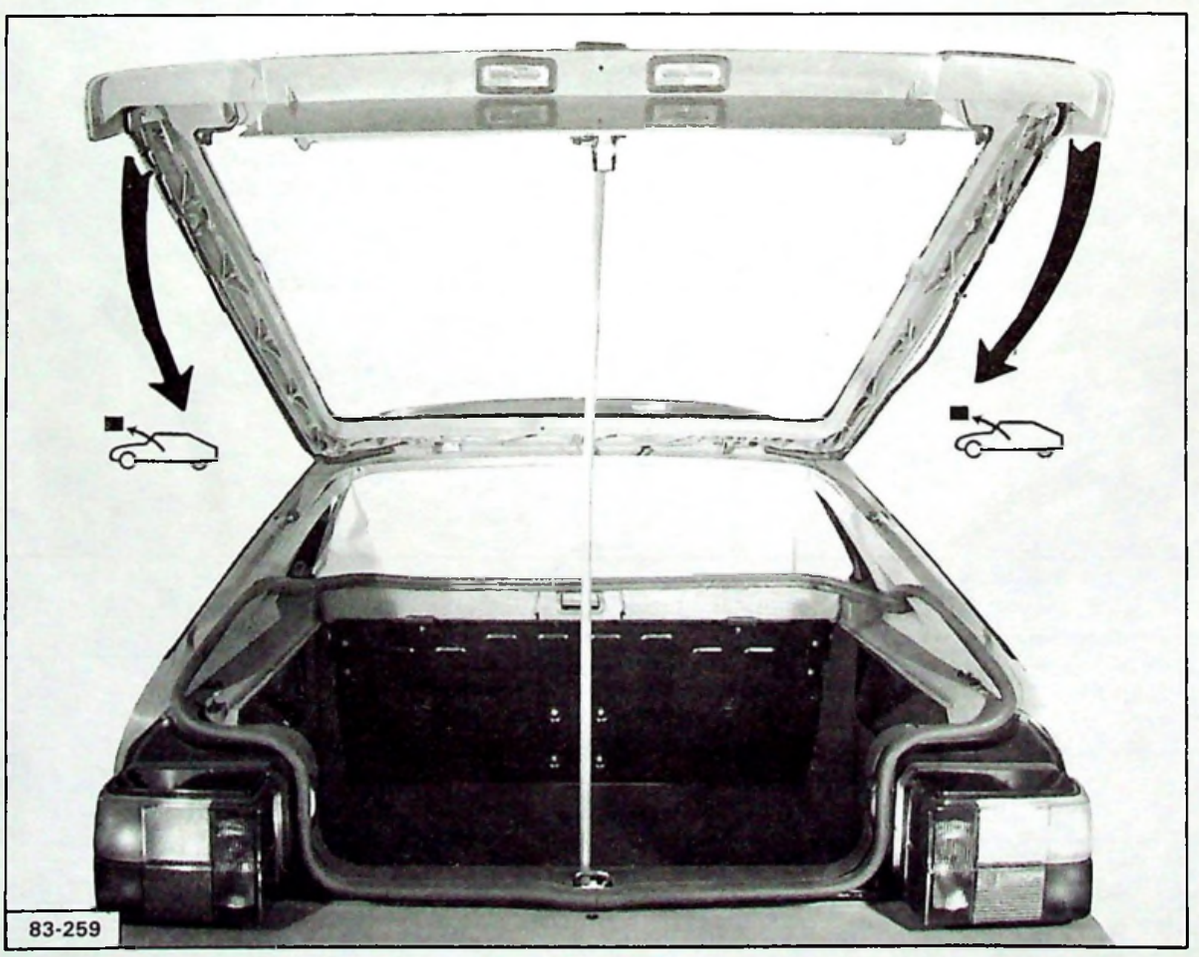
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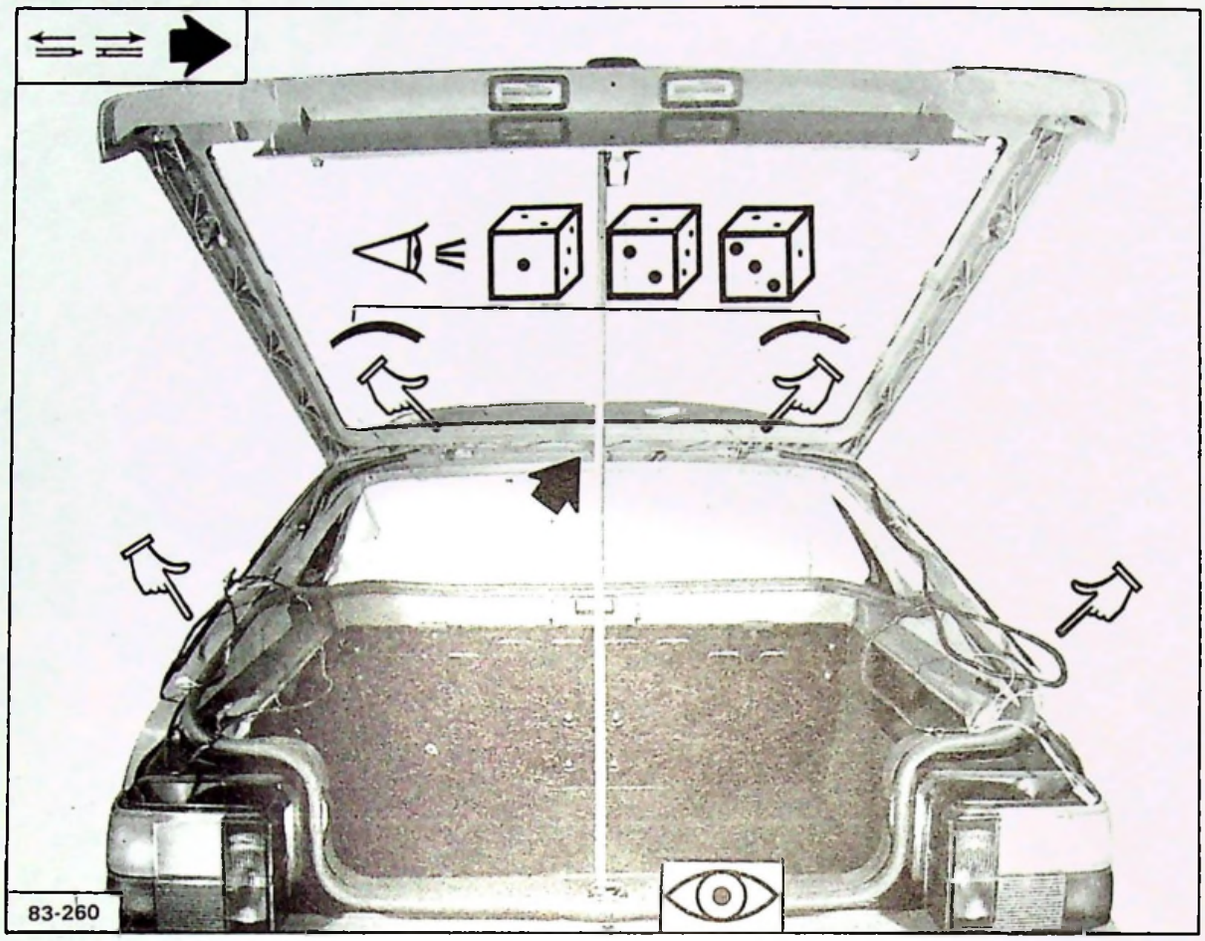
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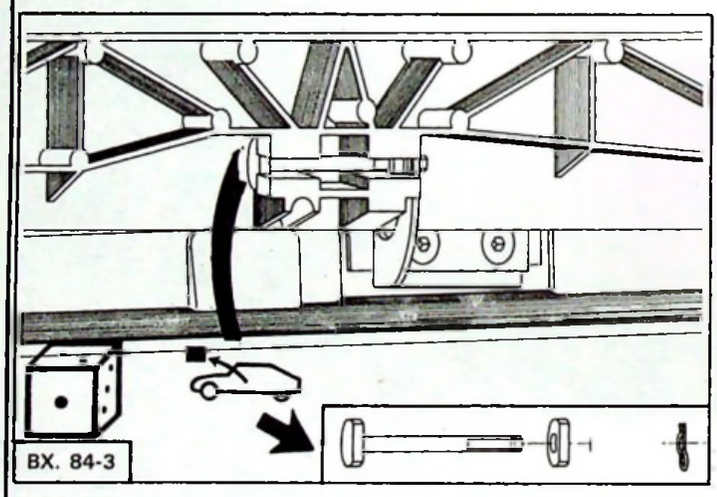
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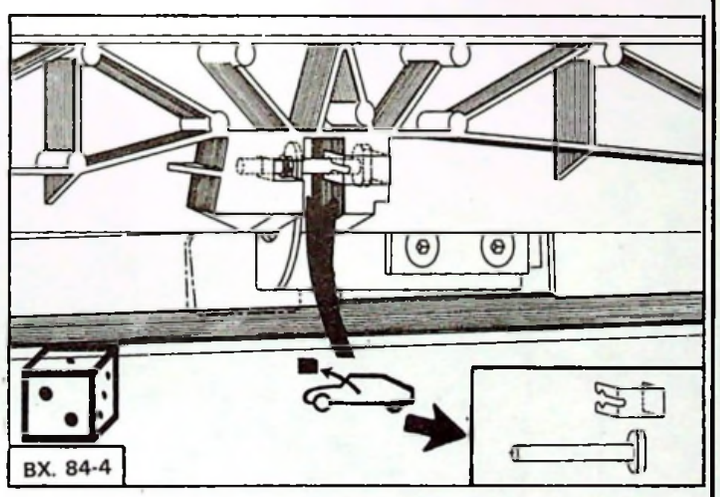
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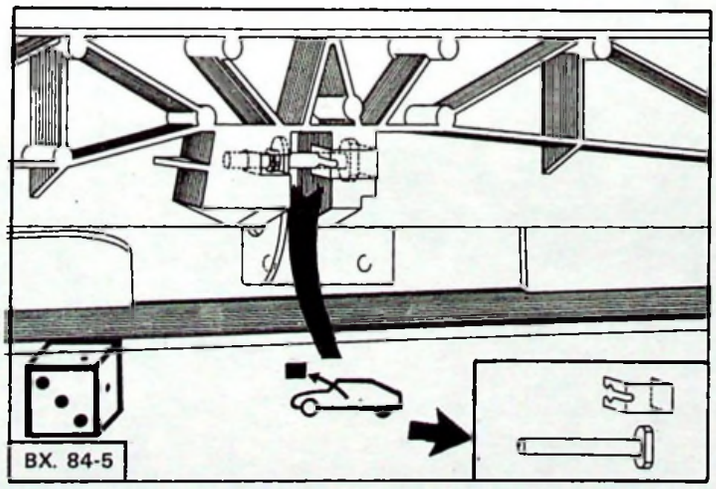
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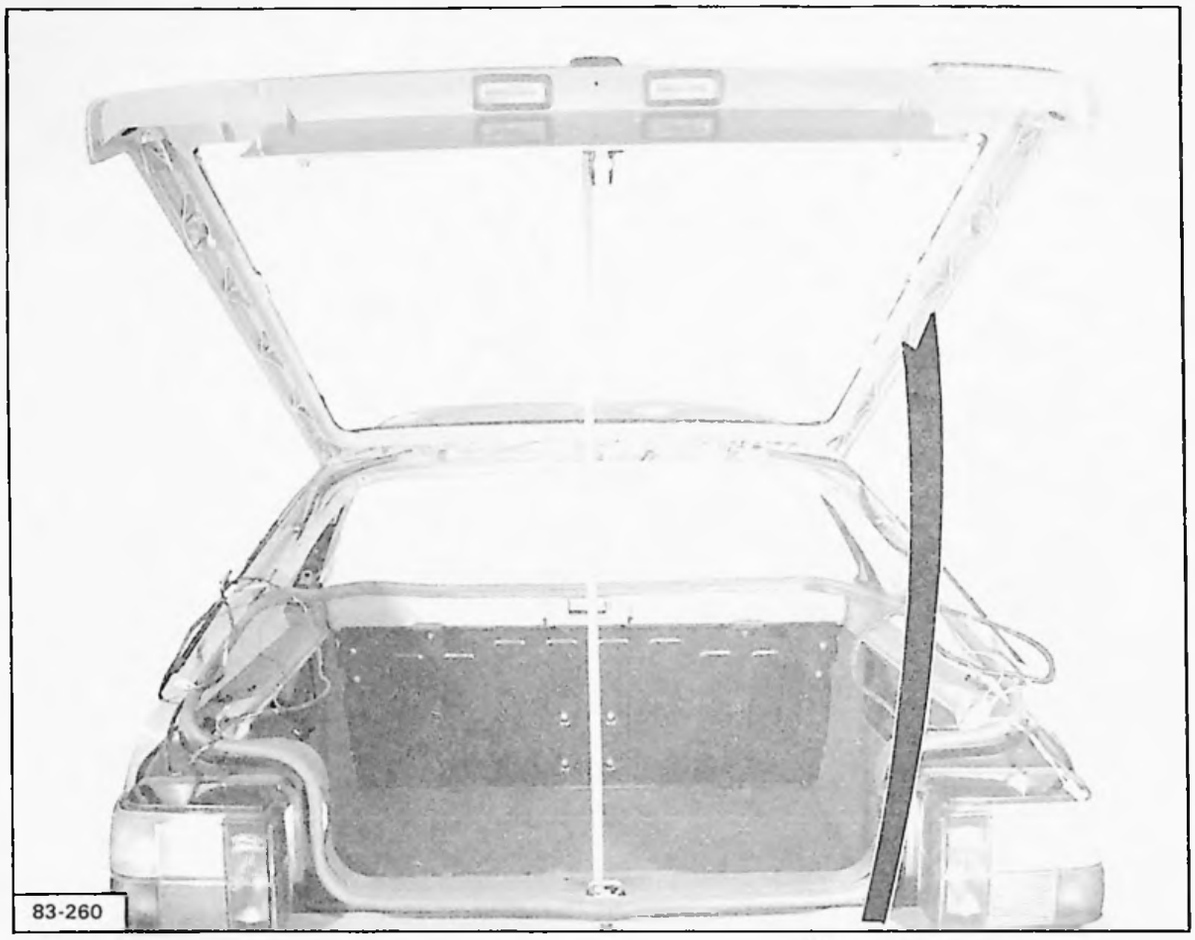
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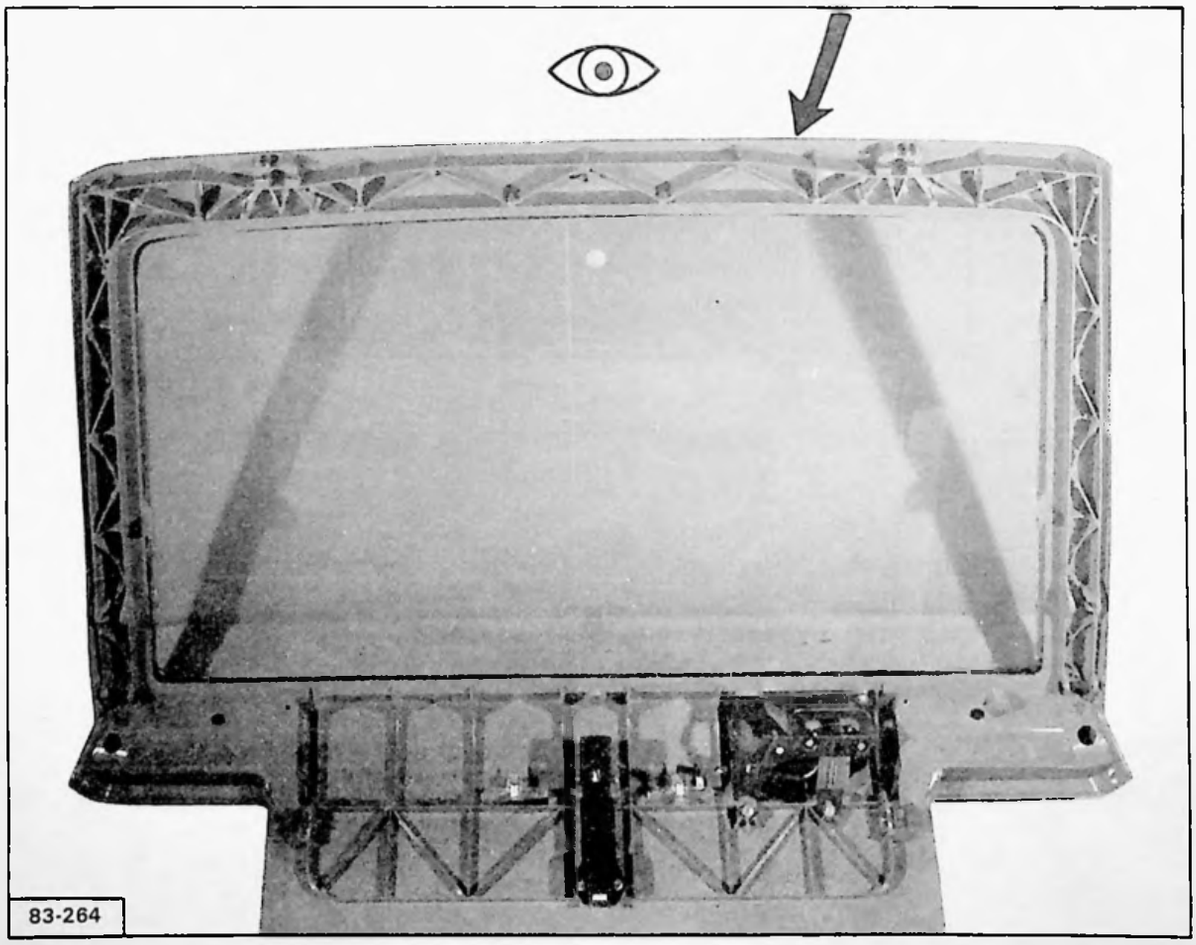
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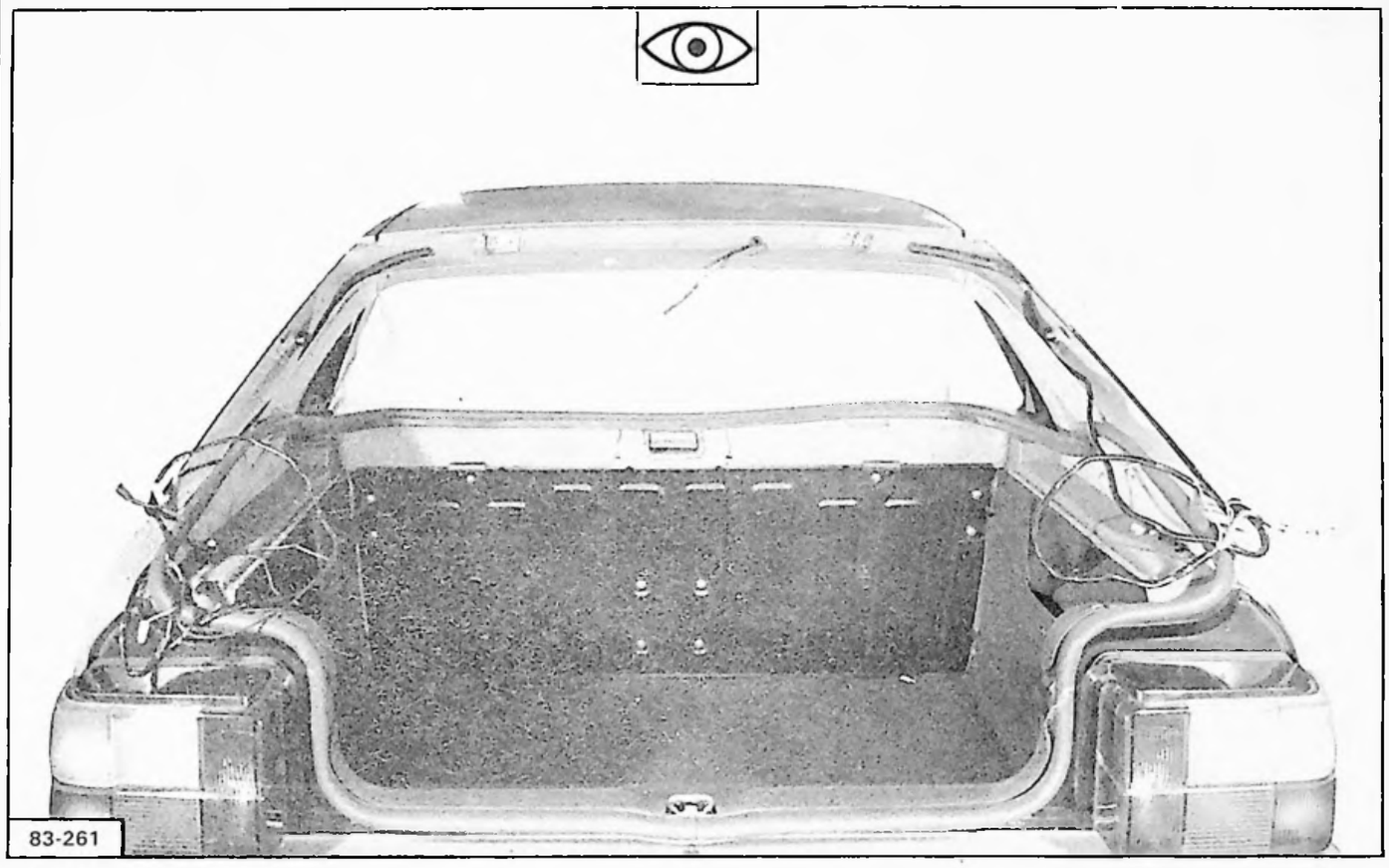
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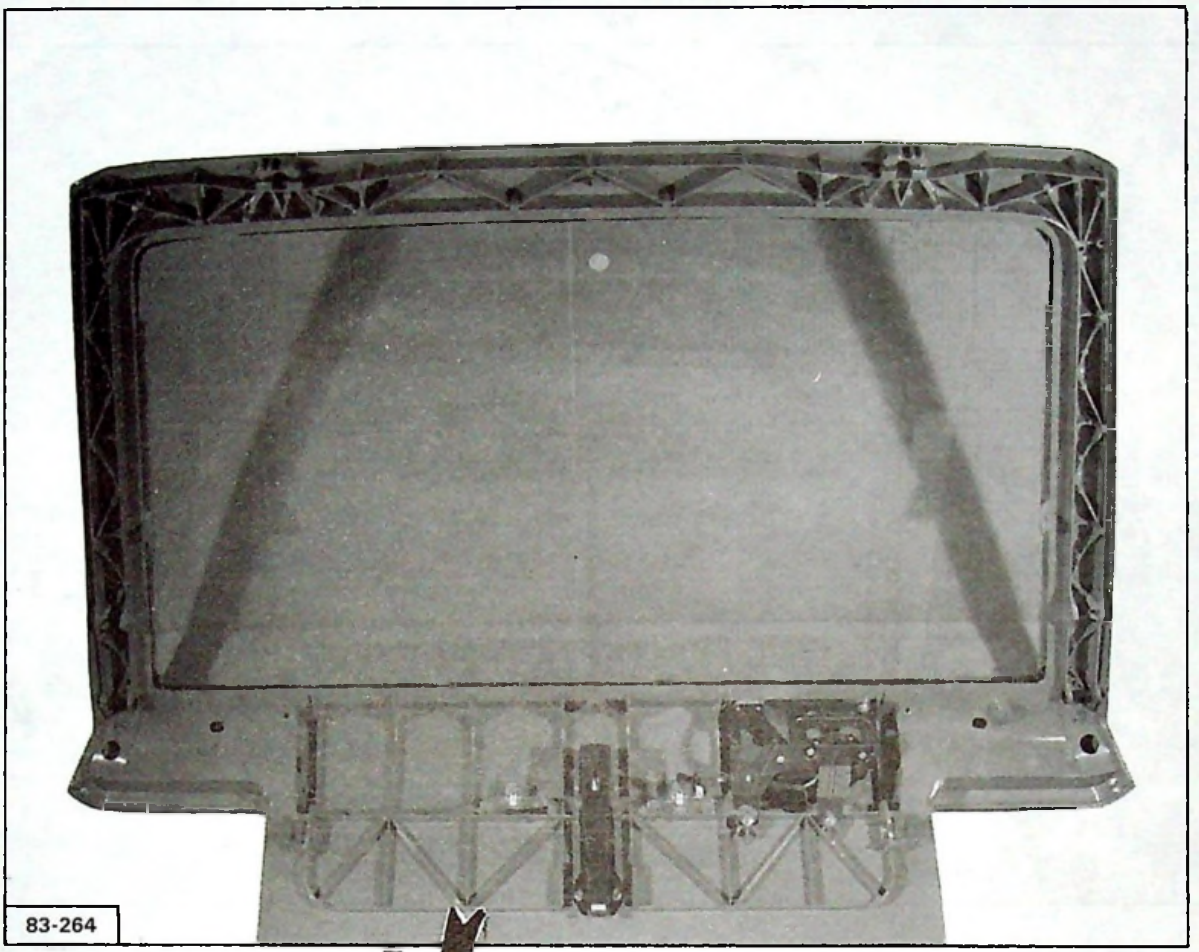

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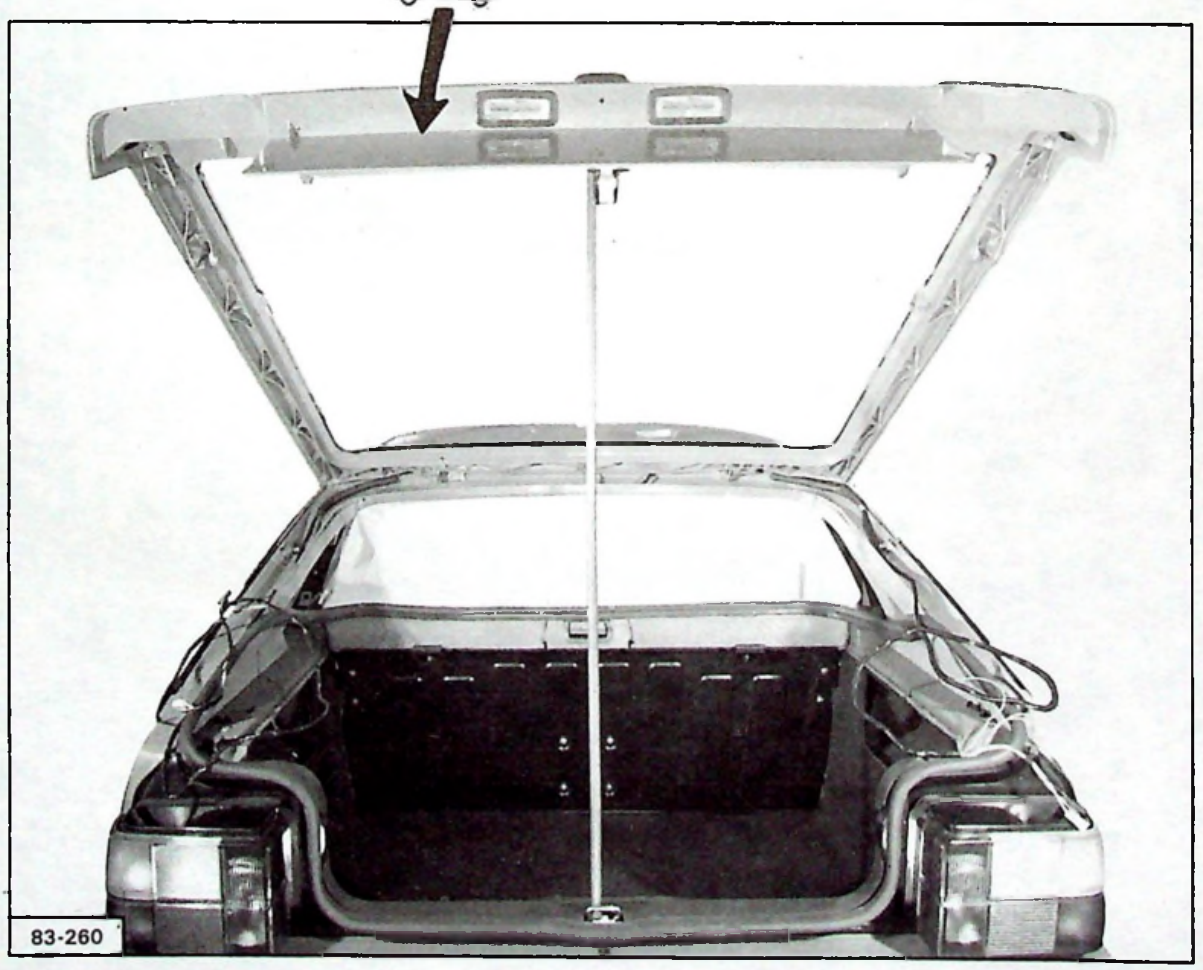

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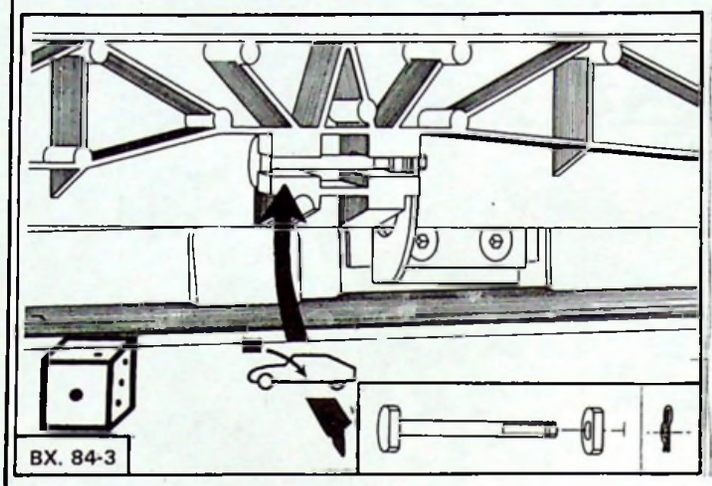
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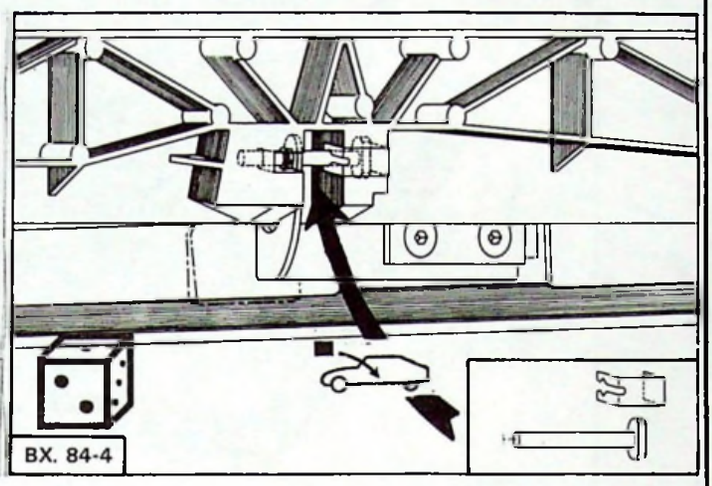
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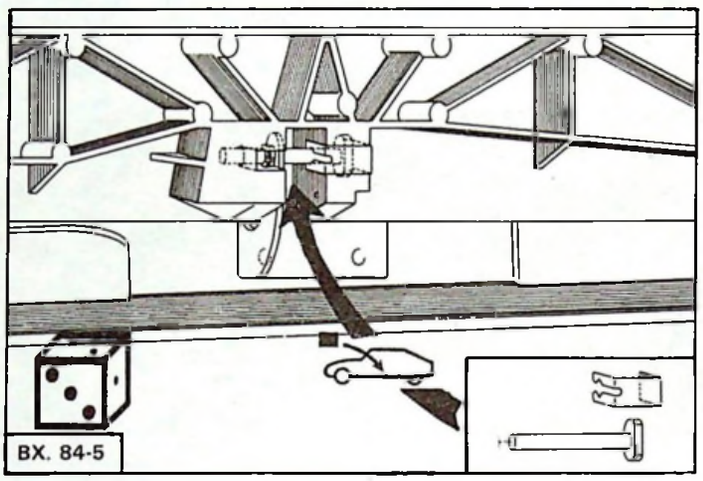
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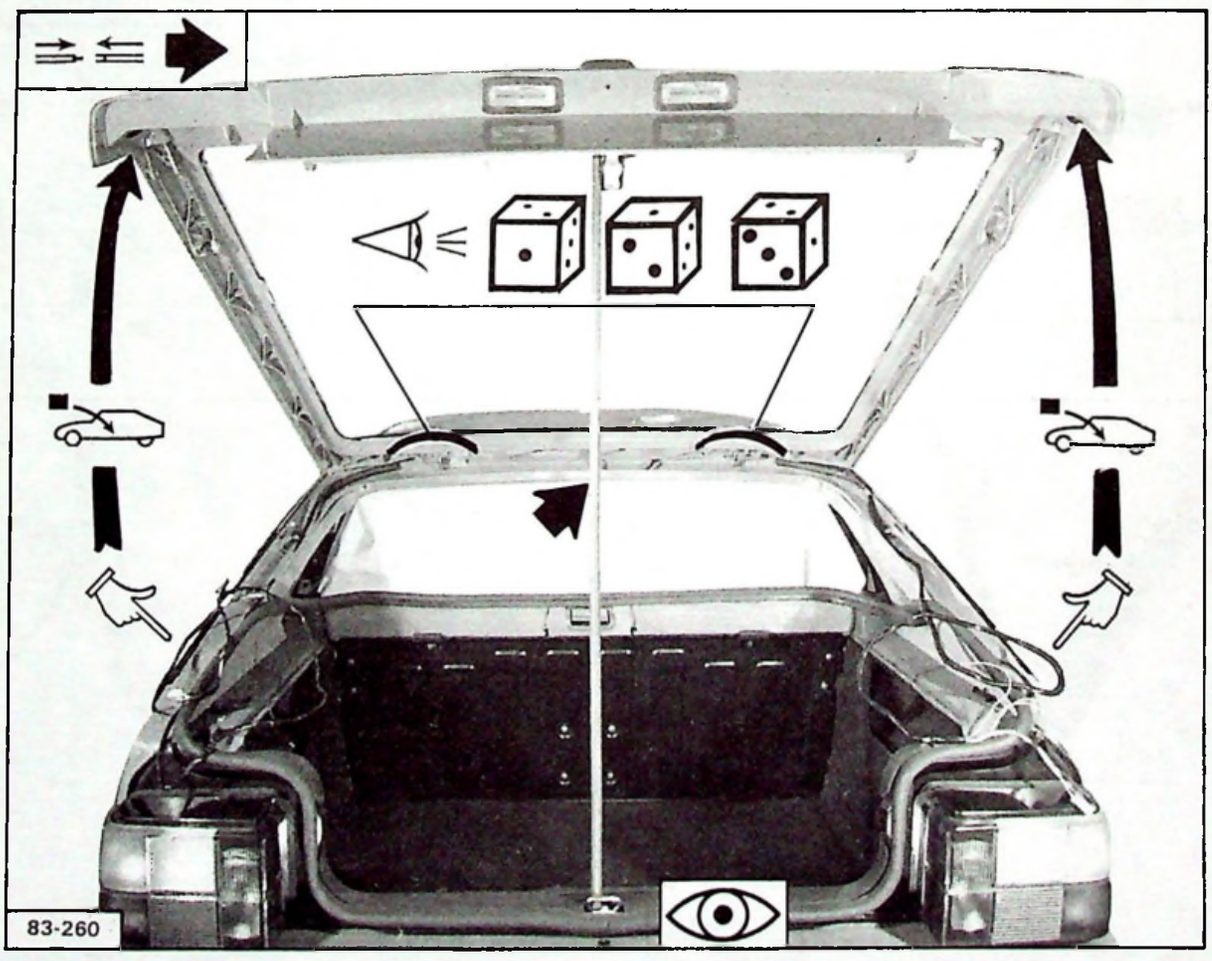
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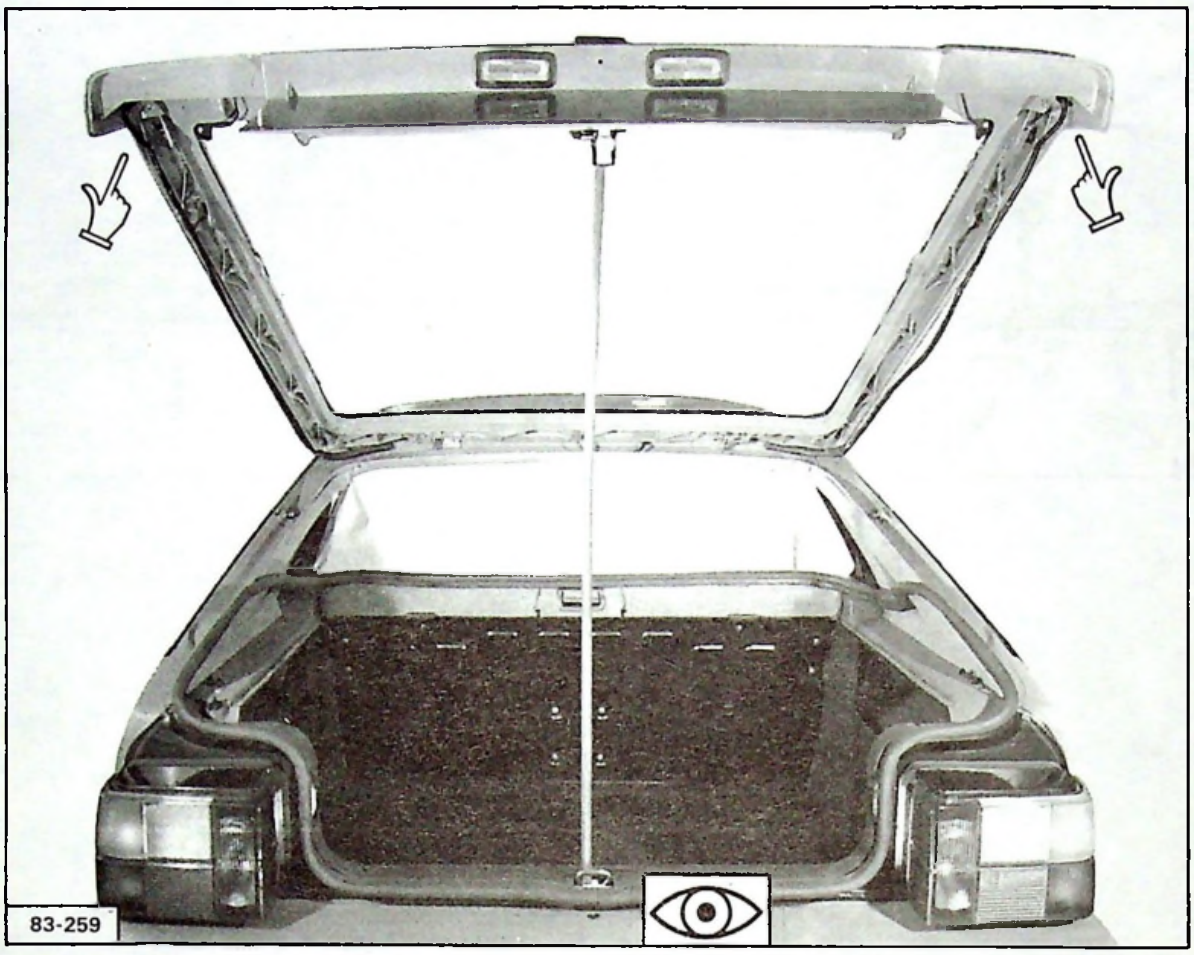
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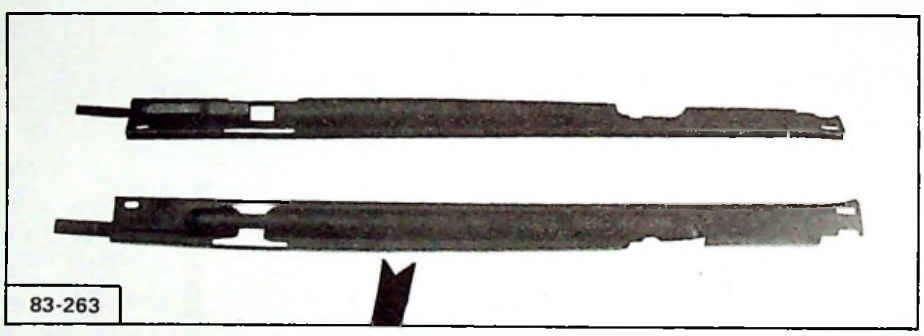
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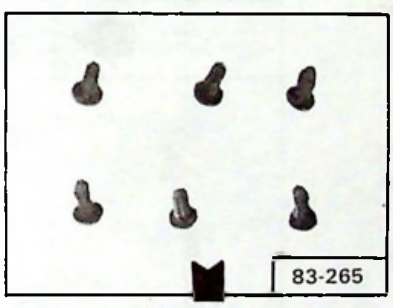
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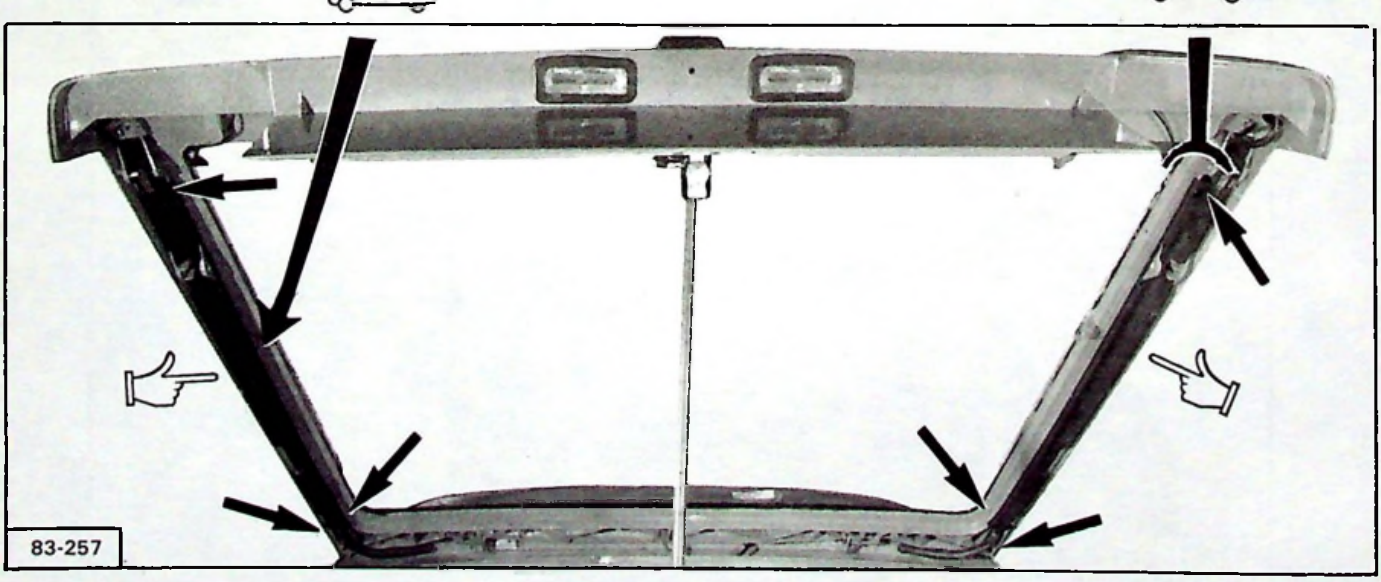
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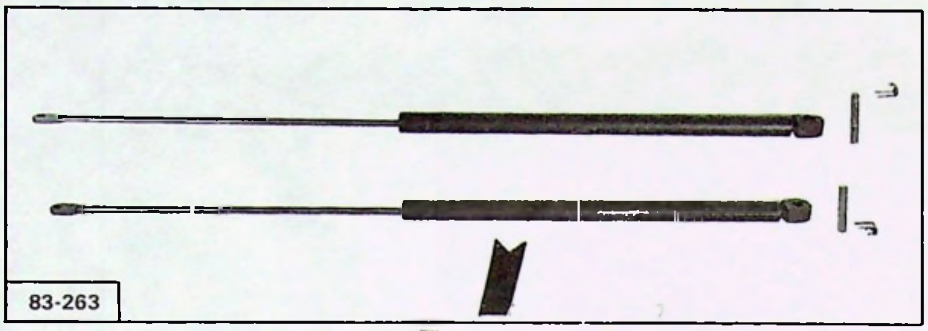
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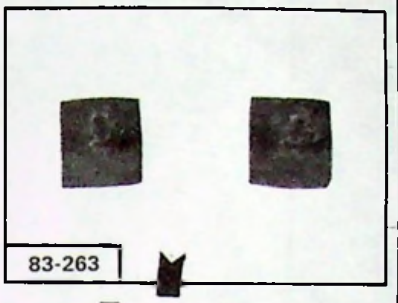
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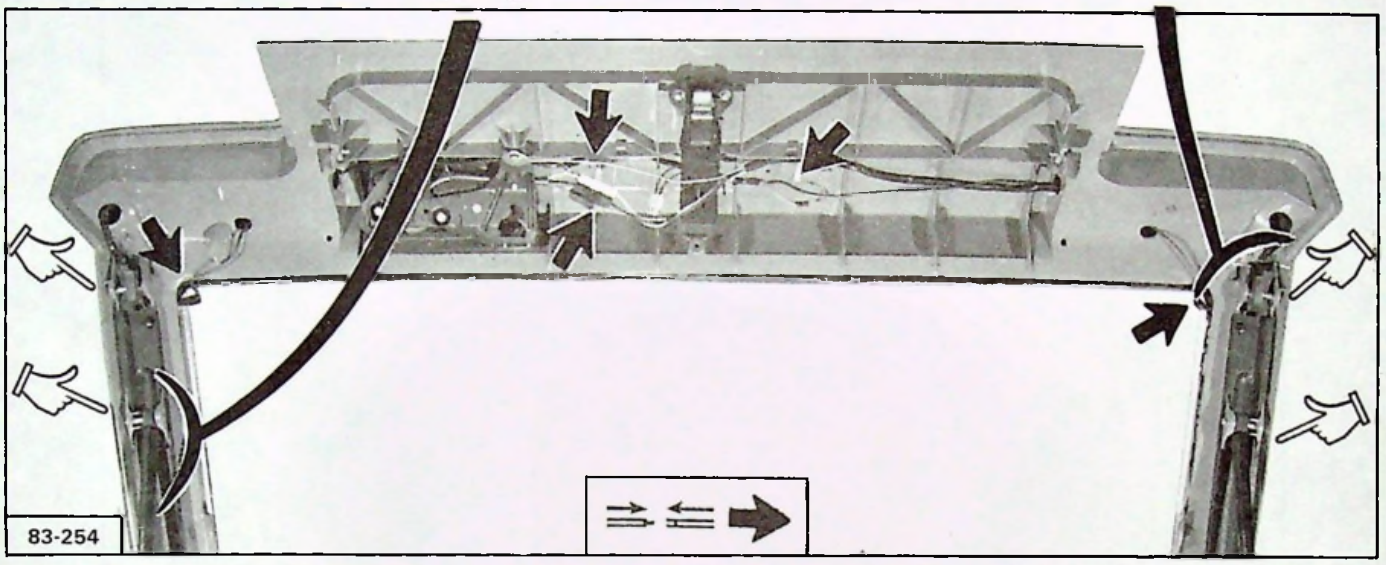
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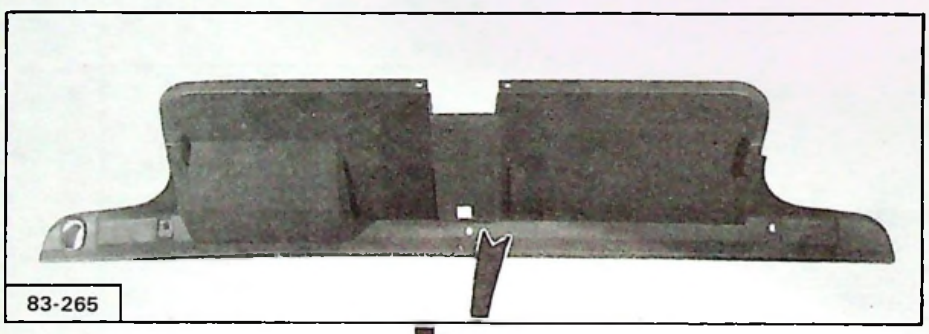
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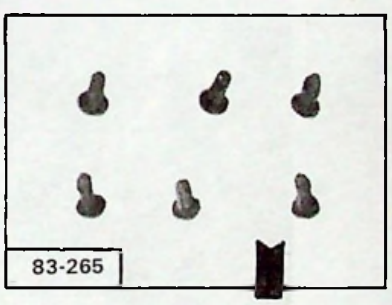
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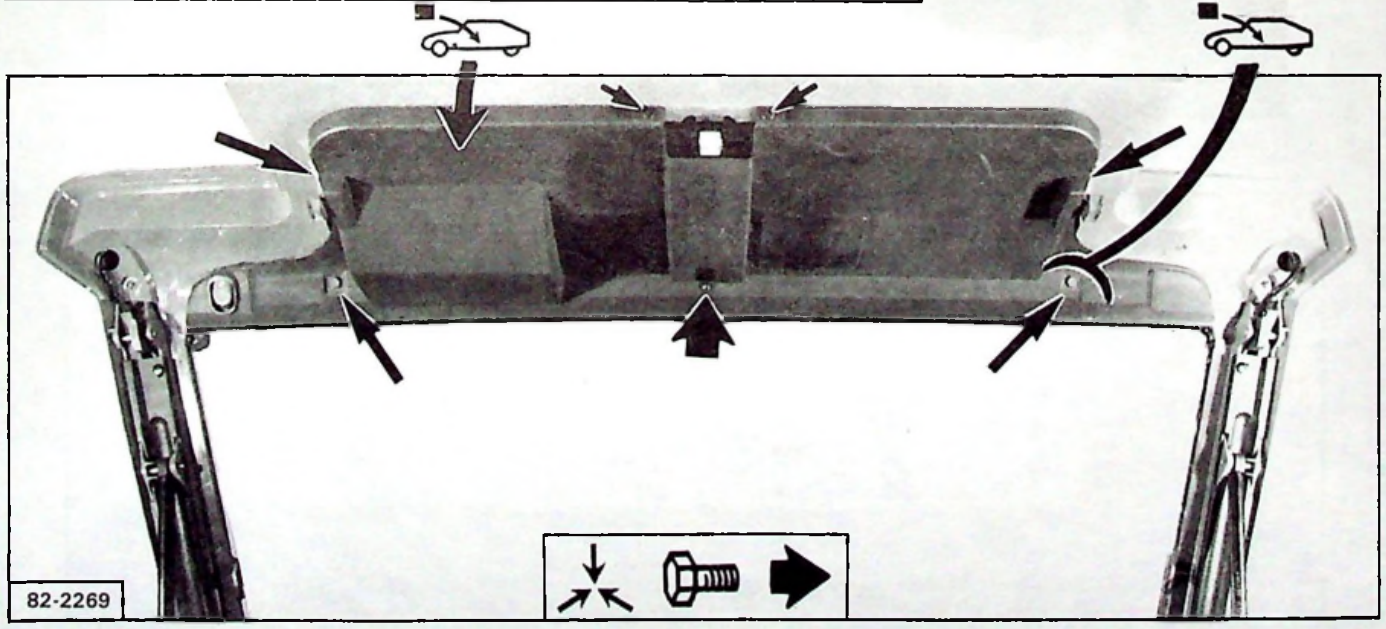
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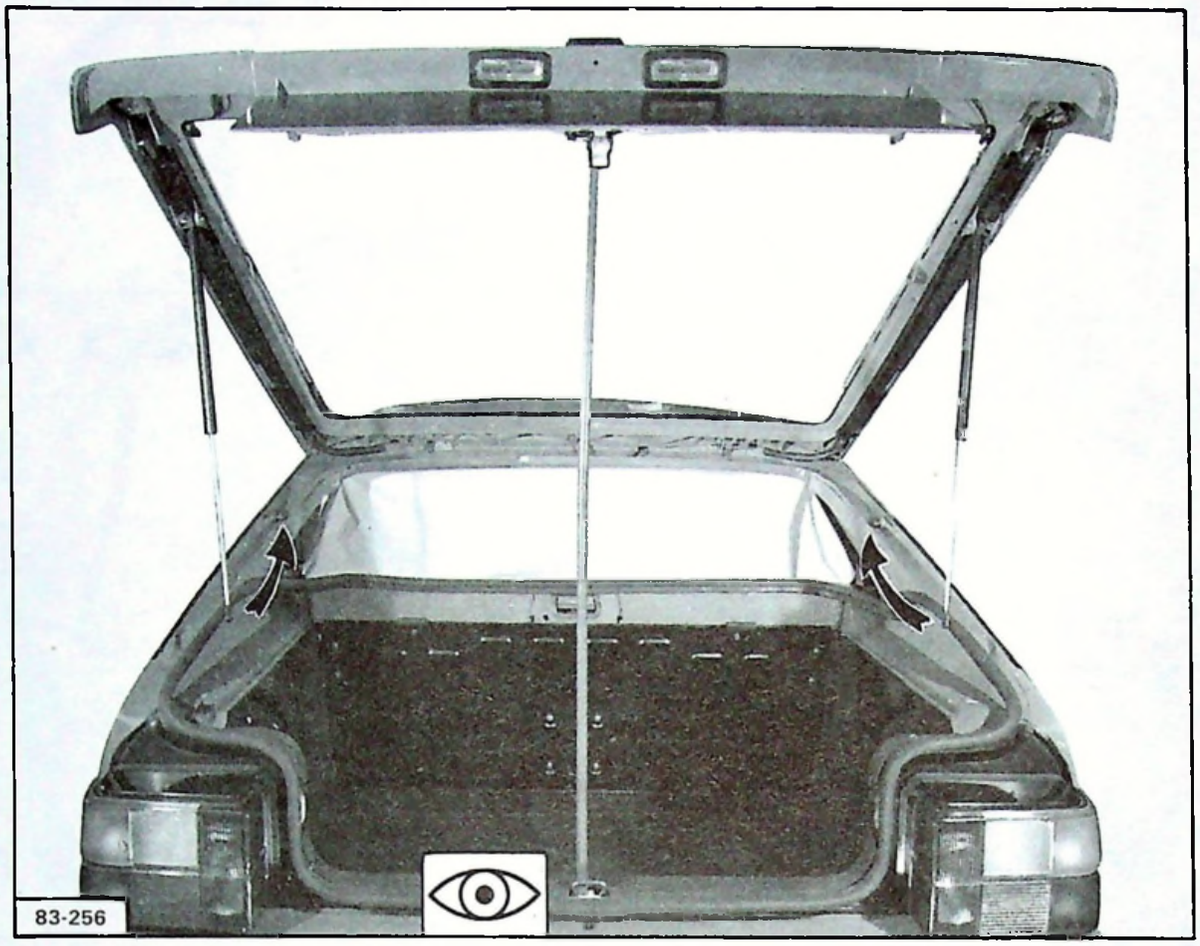
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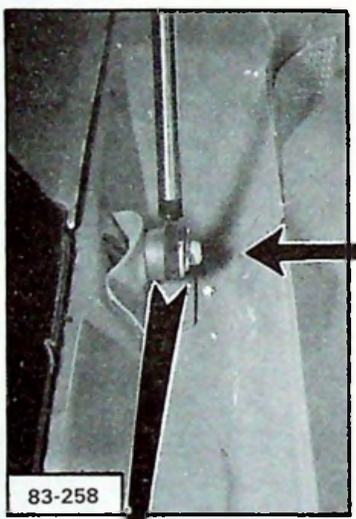
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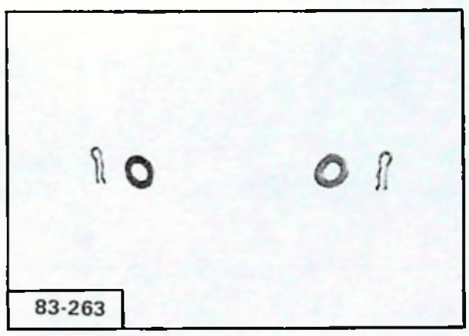
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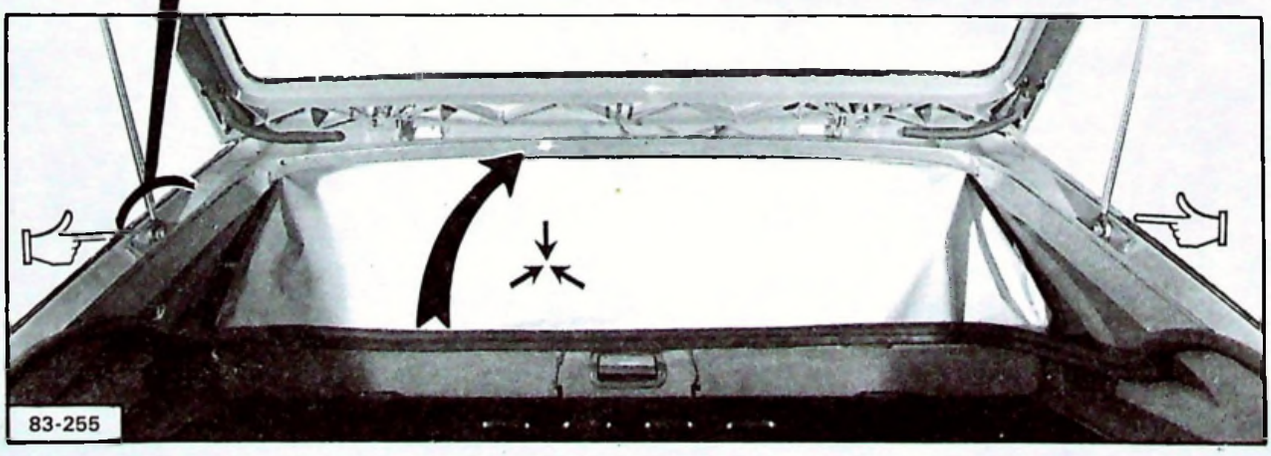
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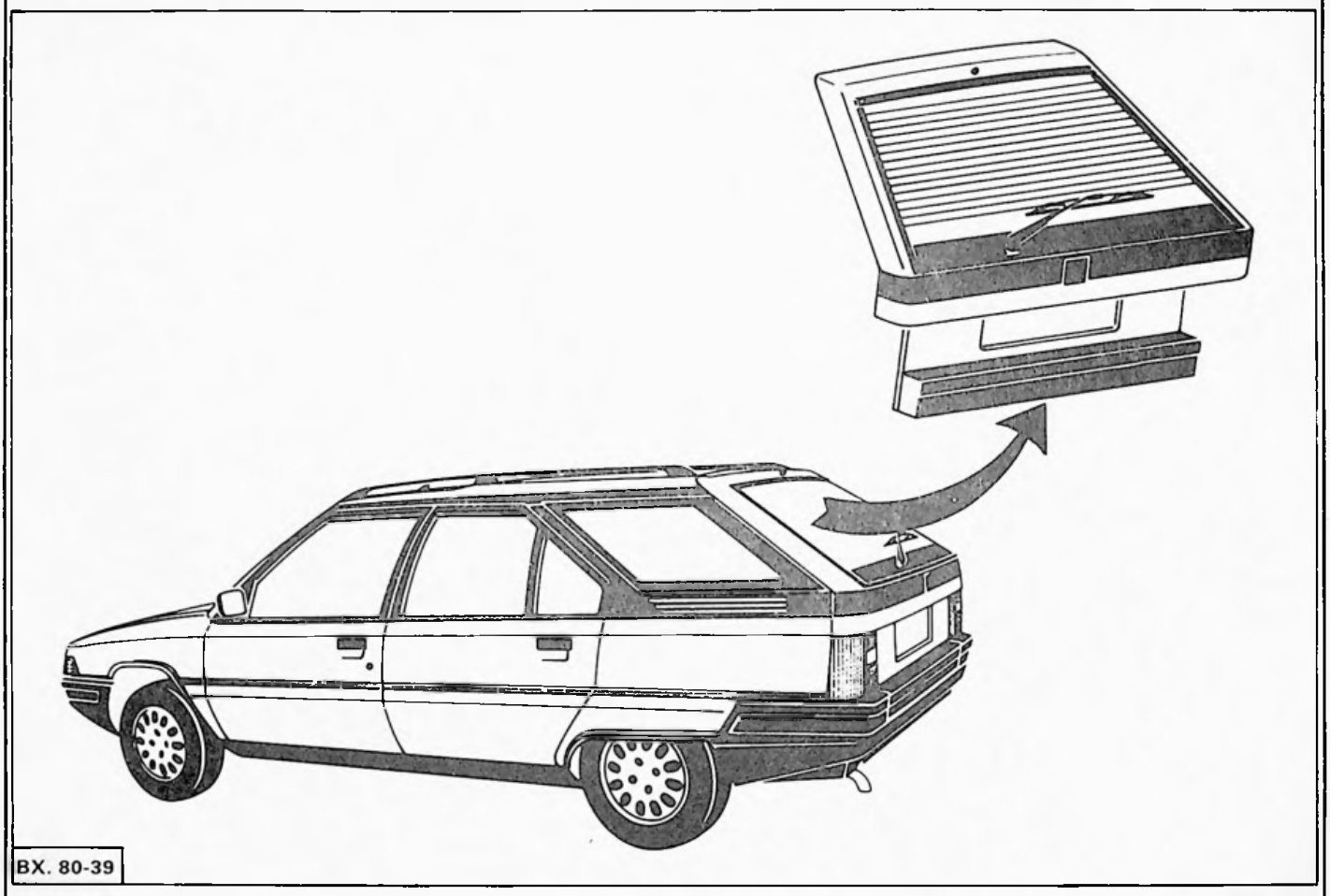

BX. 80-39

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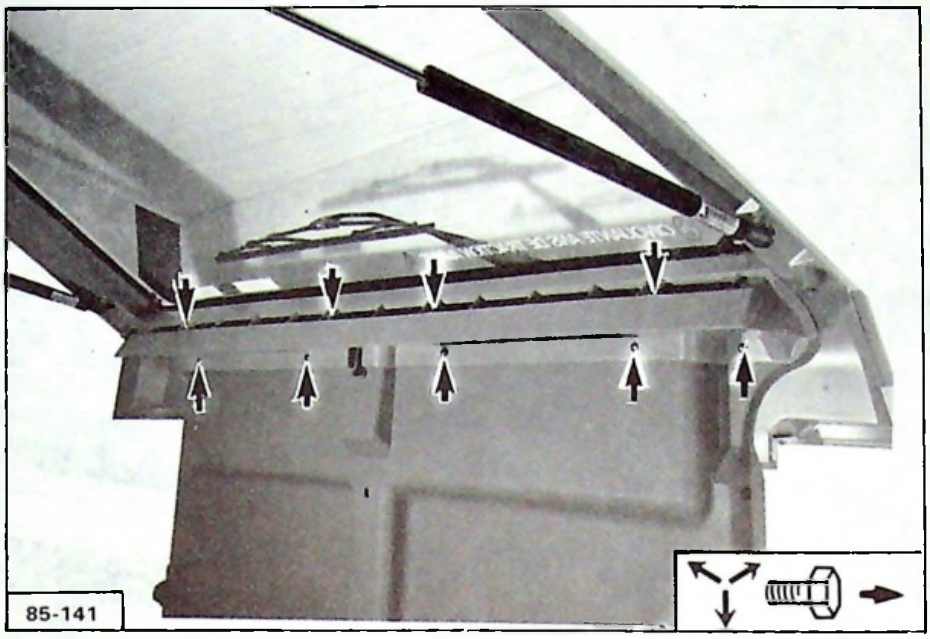
83-265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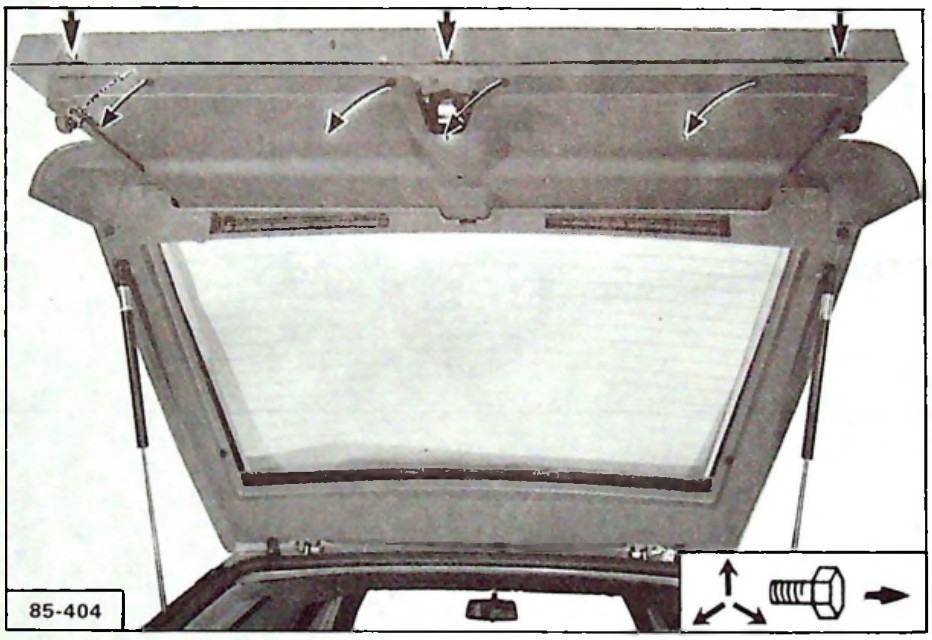
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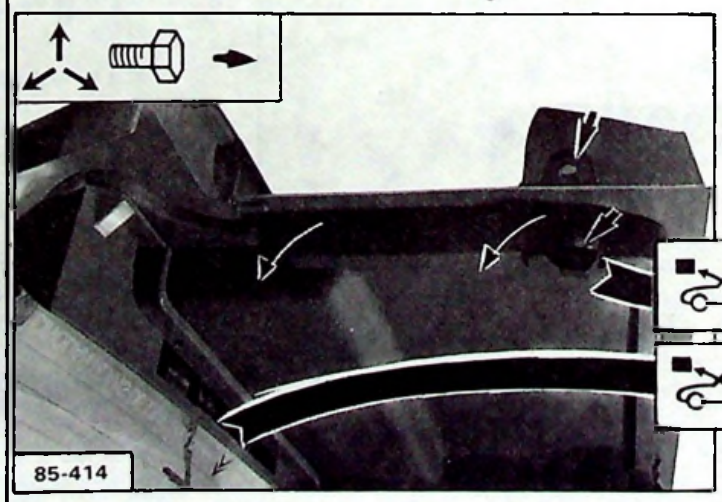
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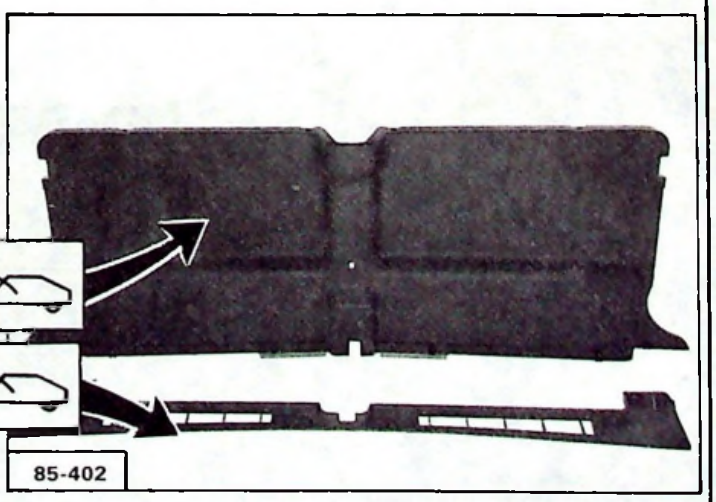
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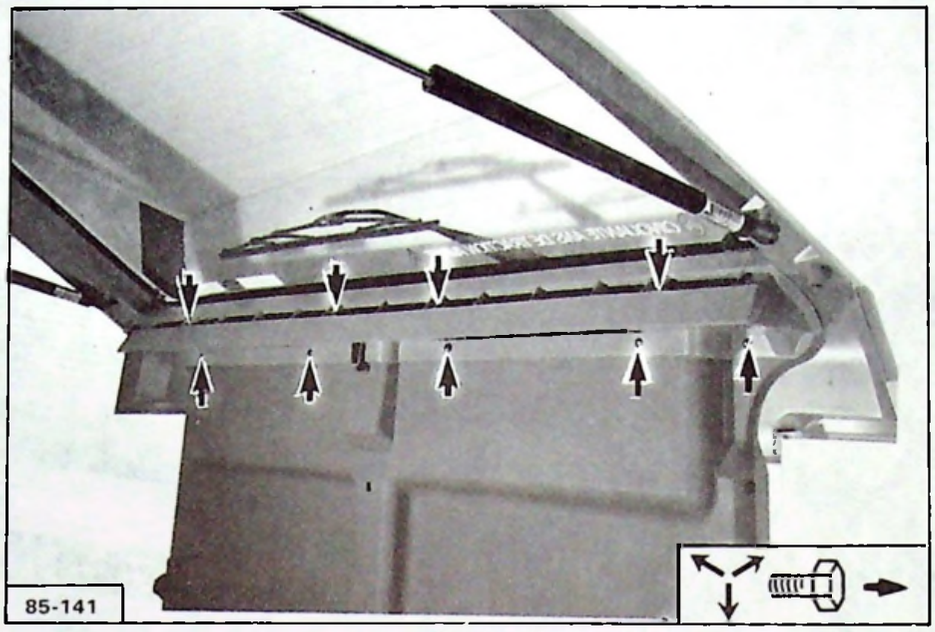
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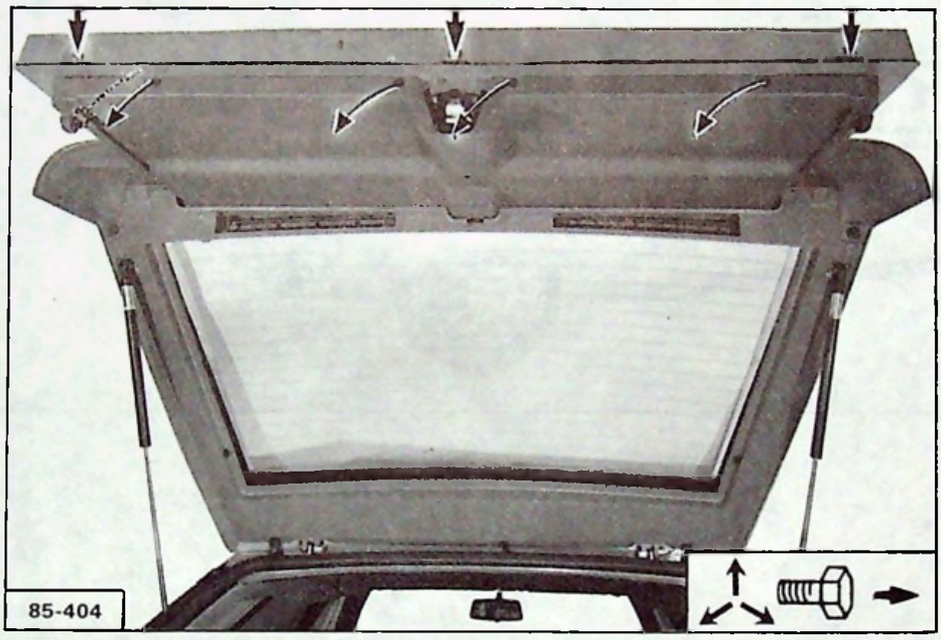
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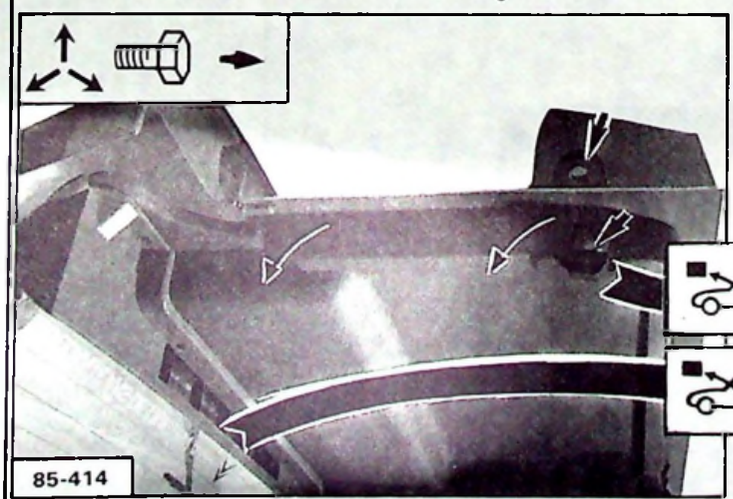
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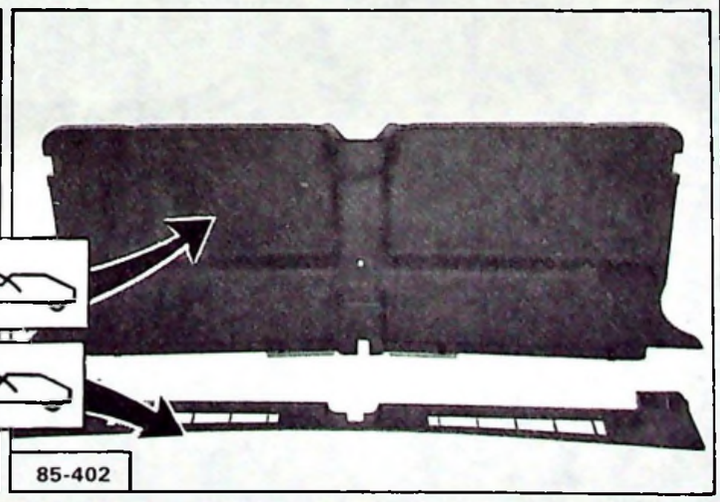
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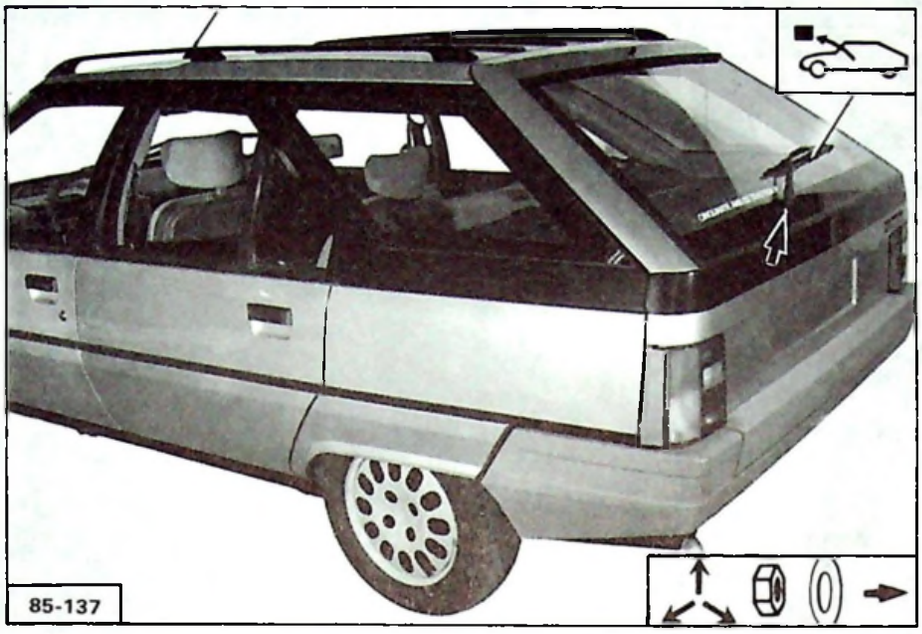
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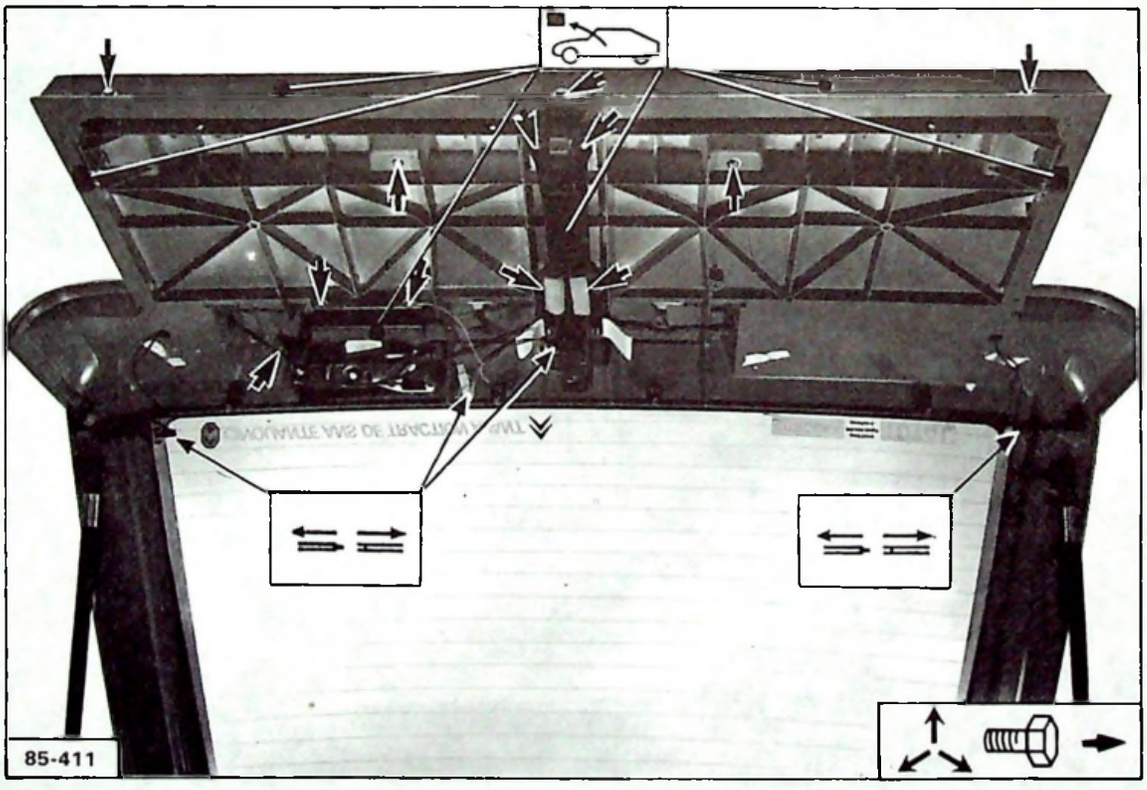
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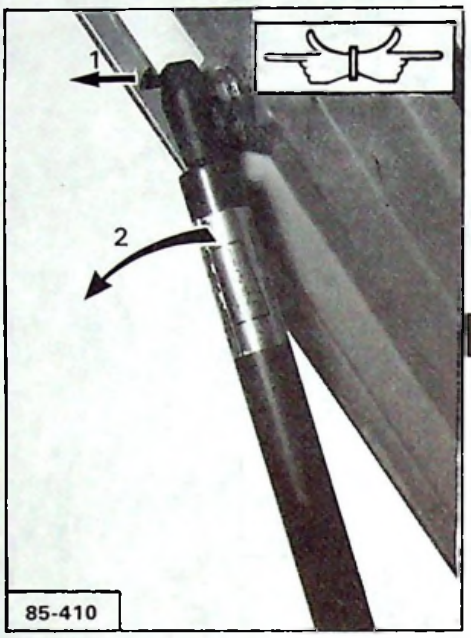
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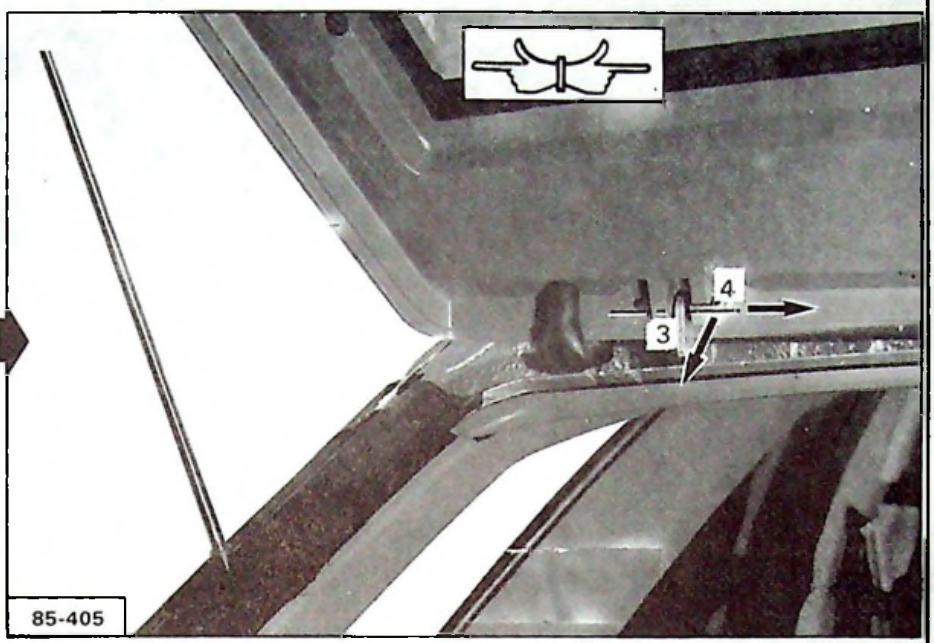
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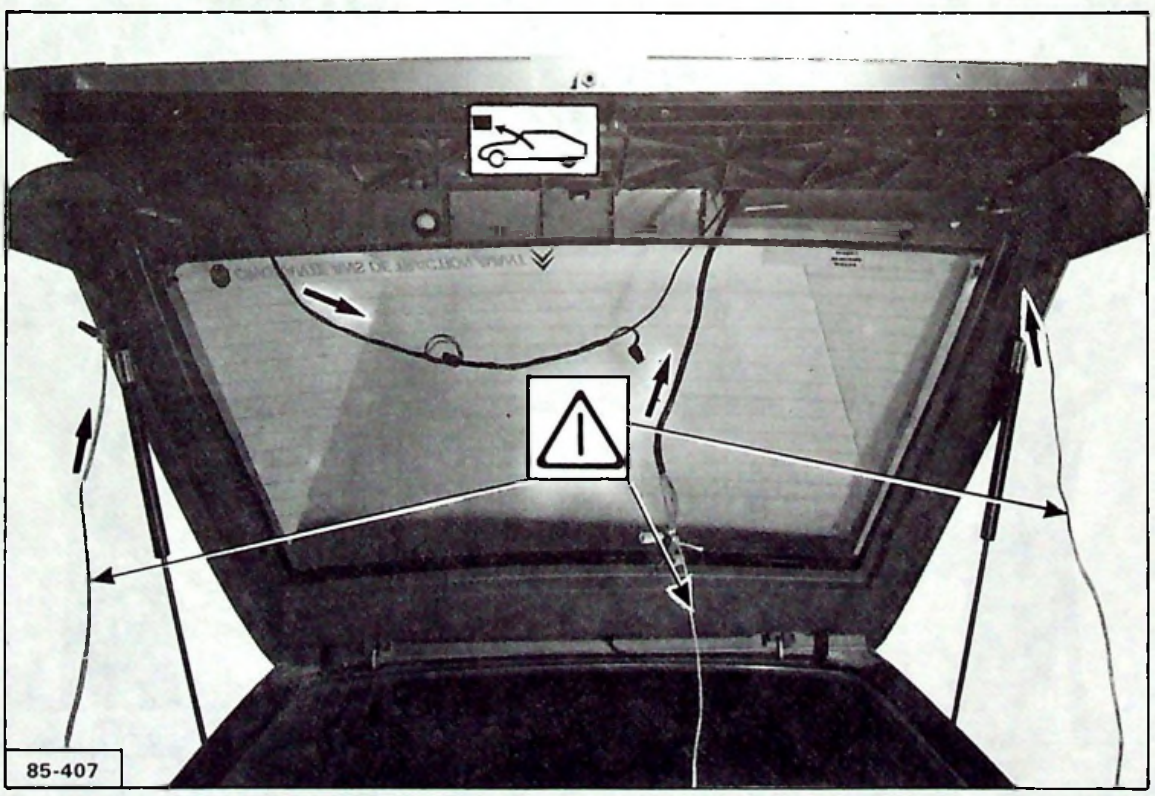
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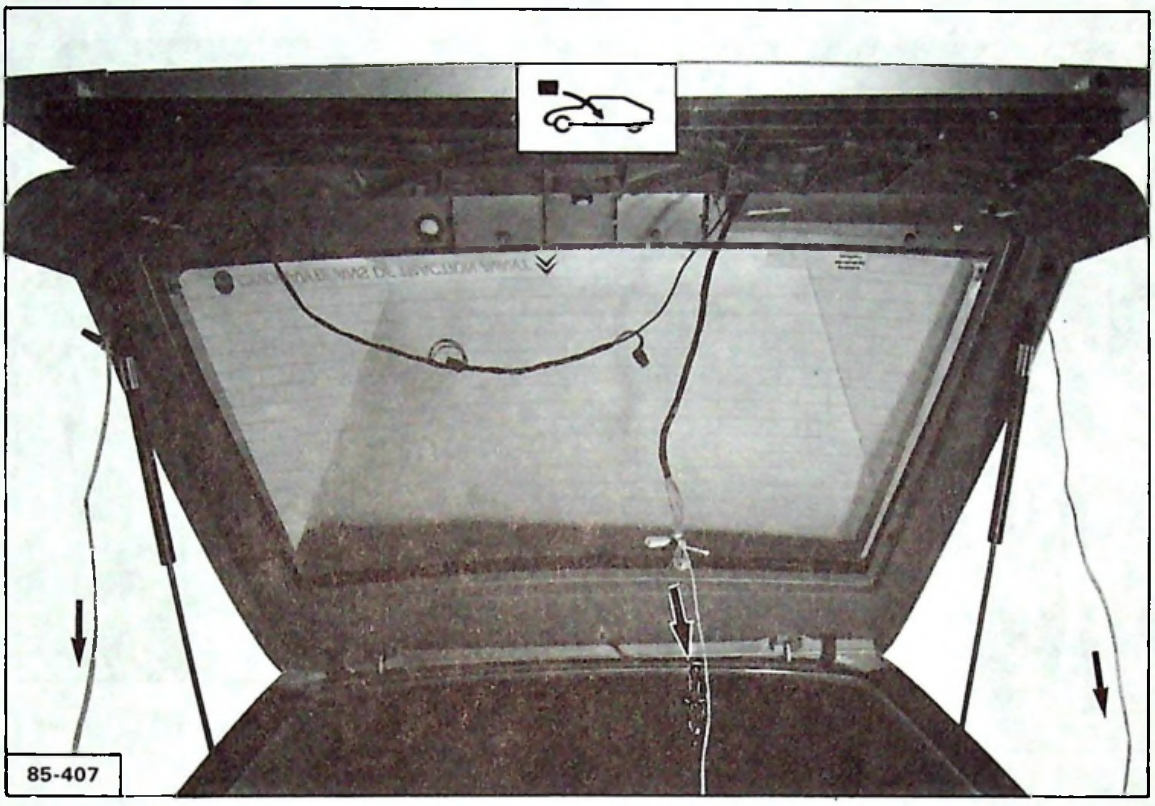
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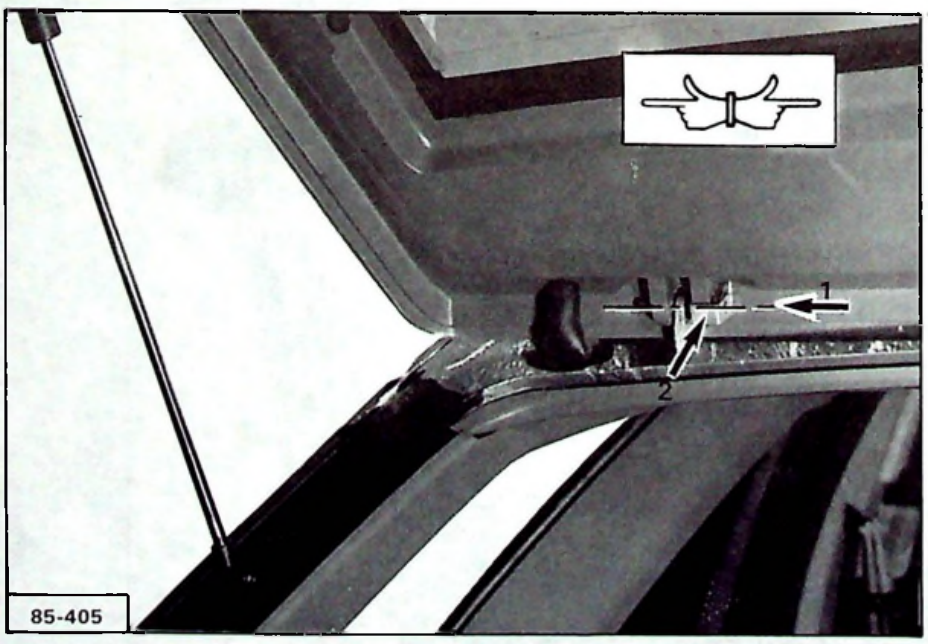
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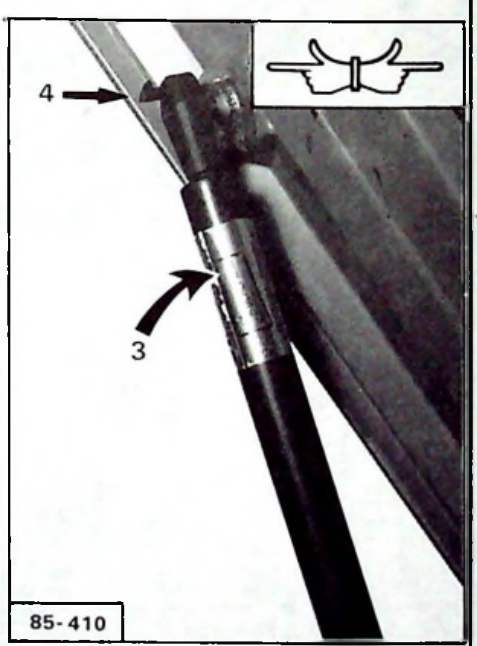
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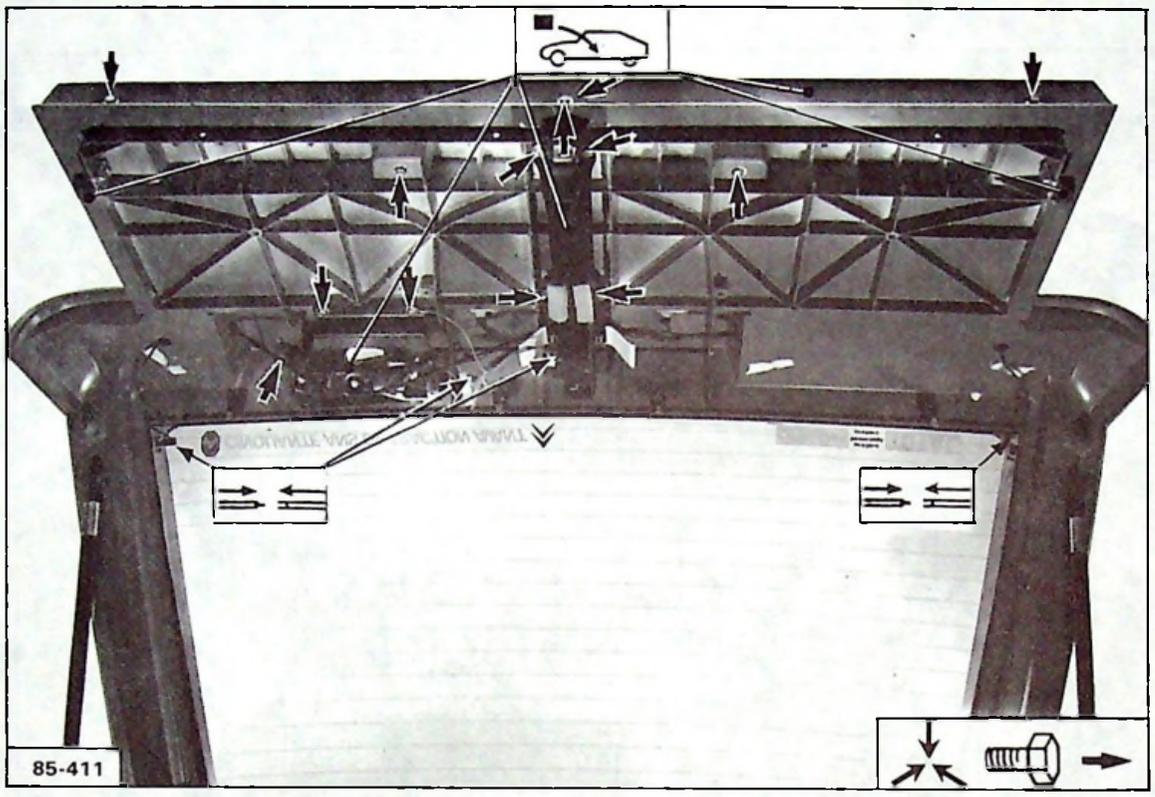
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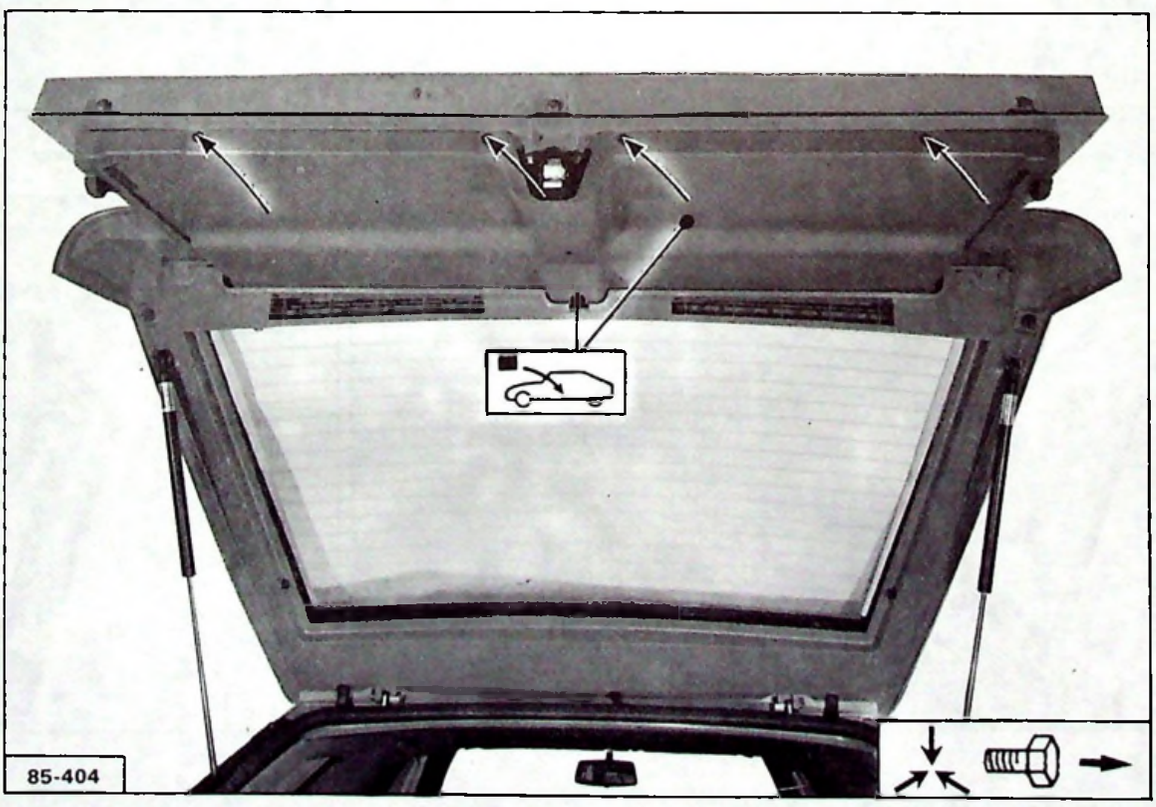
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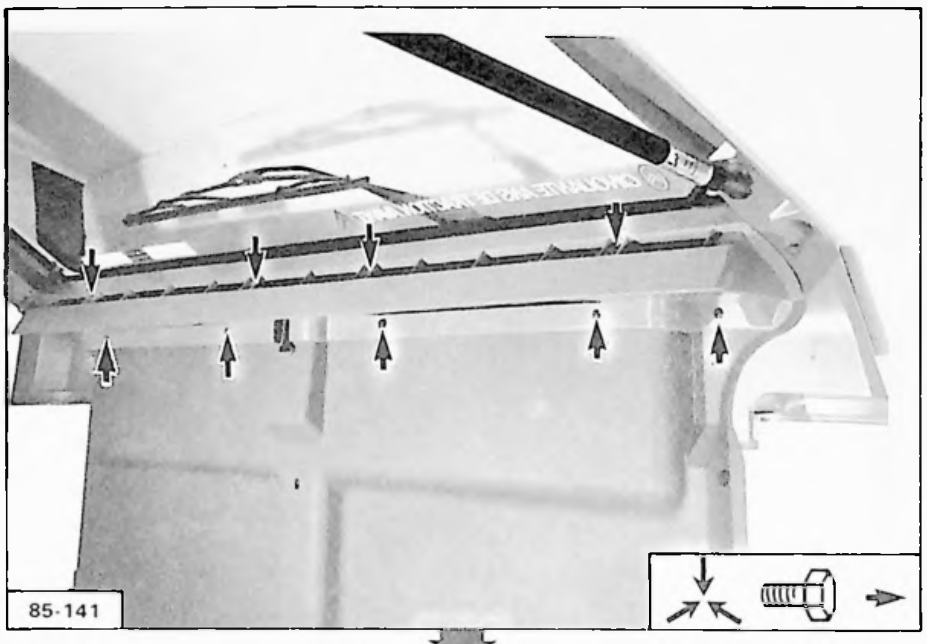
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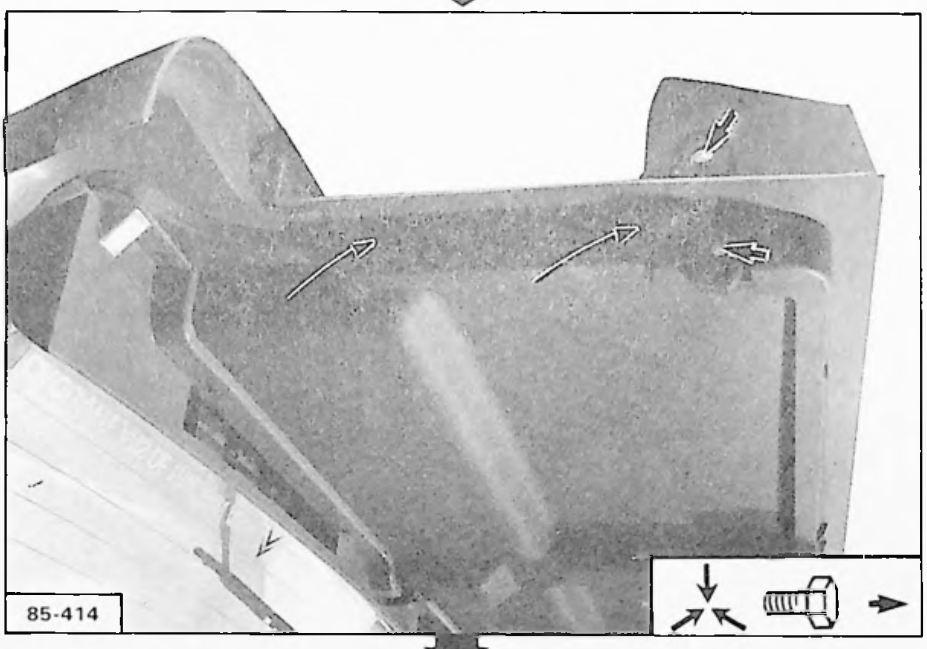
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85-137

GLACE DE VOLET ARRIERE

(avec enjoliveur en polyamide)

REMPLACEMENT D'UNE GLACE DE DE VOLET ARRIERE (avec enjoliveur en polyamide)

OUTILLAGE : Fig. I

1 - Outil pour découpage du cordon adhésif à l'aide d'une corde à piano : **Référence 7503-T.**

2 - Pistolet pour extruder l'adhésif-joint

3 - Jeu de ventouses

4 - Outil pour suppression des restes de cordon après dépose de la glace **MR. 630-84/43,** ou ciseau à bois affûté suivant dessin annexe de la figure.

PRODUIT : Fig. II

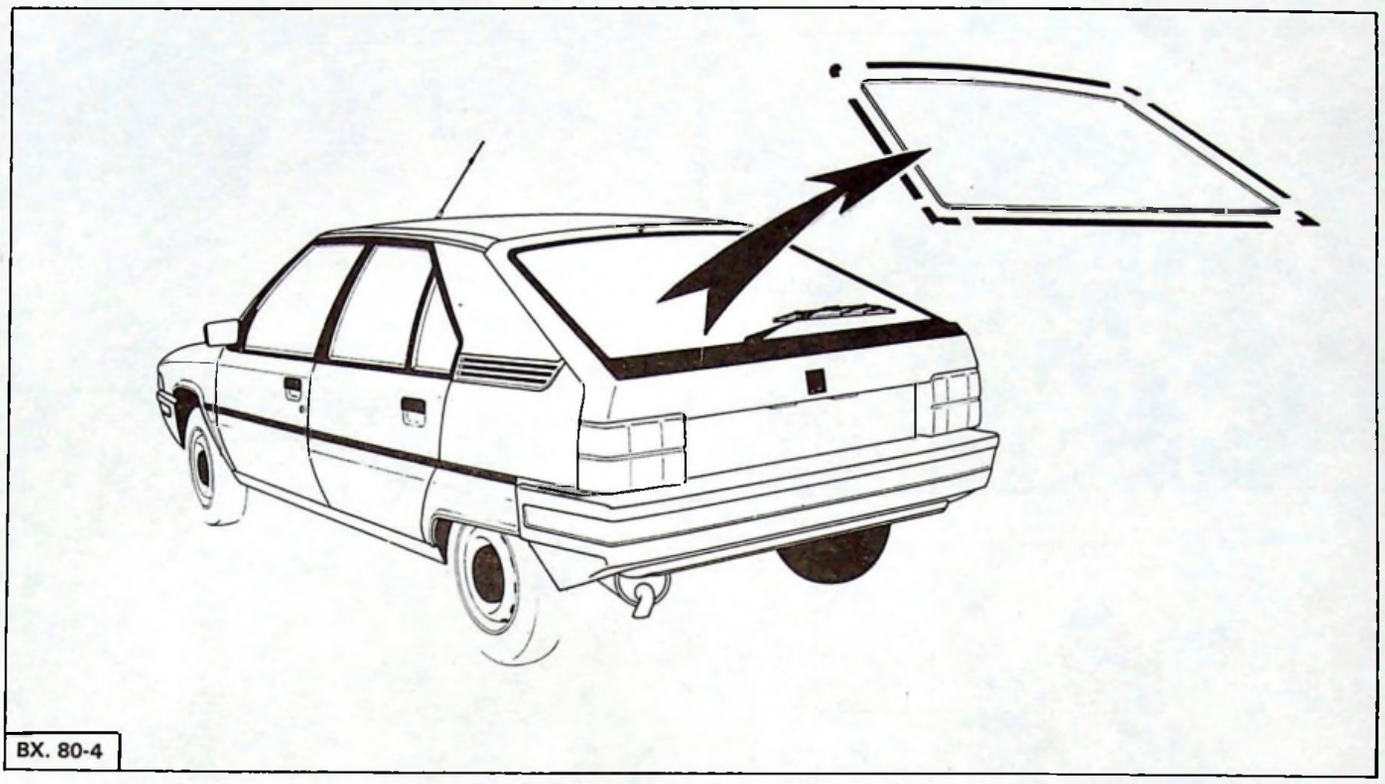
Kit de collage : Référence ZC 9 867 433 U.

PROTECTION.

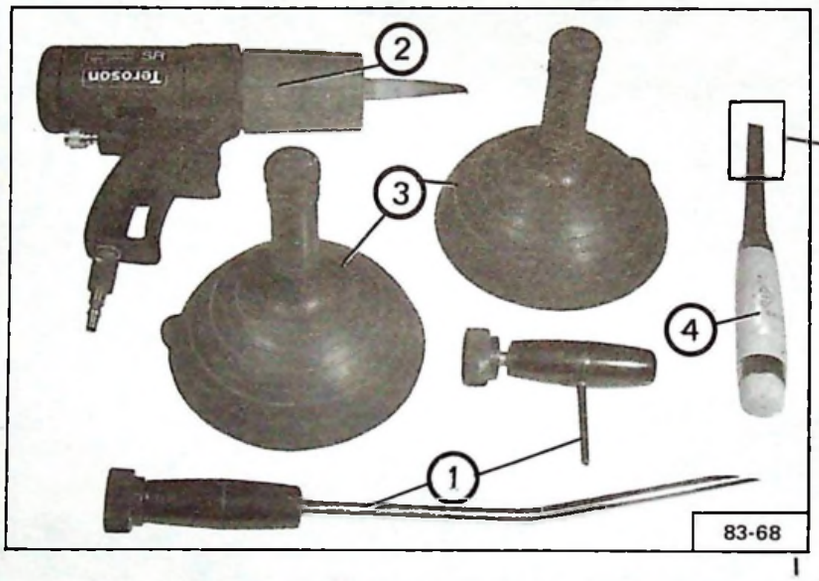
Porter des lunettes de protection pendant l'opération de découpage de l'adhésif-joint (en cas de rupture de la glace).

ATTENTION : Tout collage effectué avec des produits autres que celui préconisé est rigoureusement interdit.
La glace participe à la rigidité de l'ensemble qui la supporte et pour remplir cette condition, il est indispensable d'avoir un collage de très bonne qualité.

REMARQUE :
Les enjoliveurs en polyamide ne sont pas récupérables lors d'une dépose de glace.
Nous conseillons, en cas d'intervention, de les remplacer par le caoutchouc monté en série depuis *Décembre 1982 (voir Op. XB. 844-3).*
Il n'est pas possible de monter l'enjoliveur en caoutchouc sans déposer la glace.



BX. 80-4



83-68

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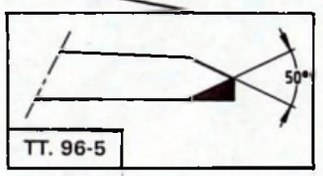
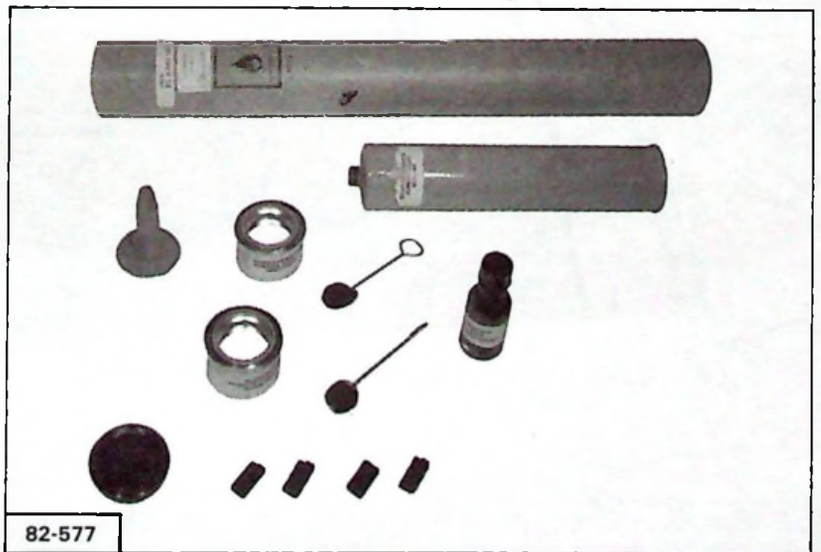


TT. 96-5



82-577

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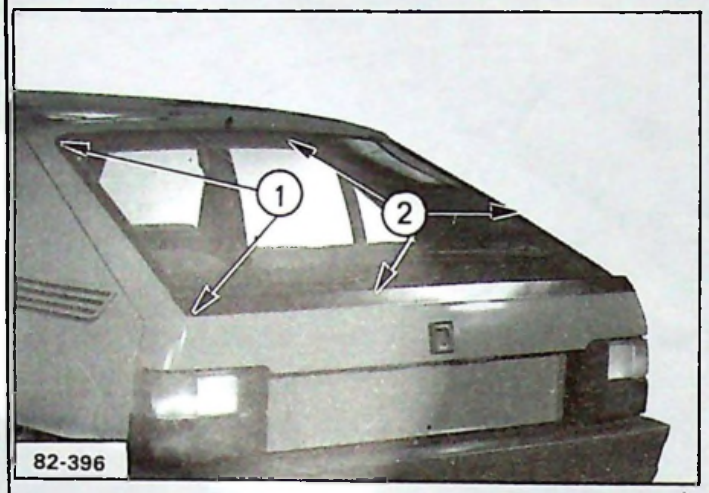

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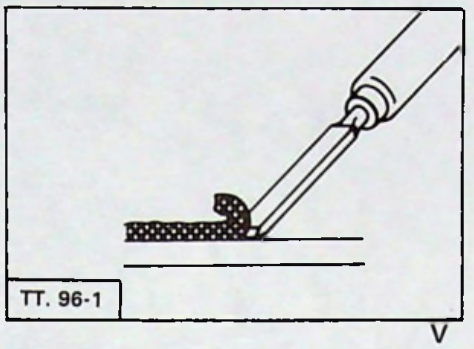

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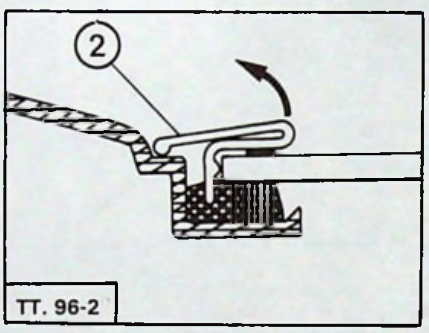

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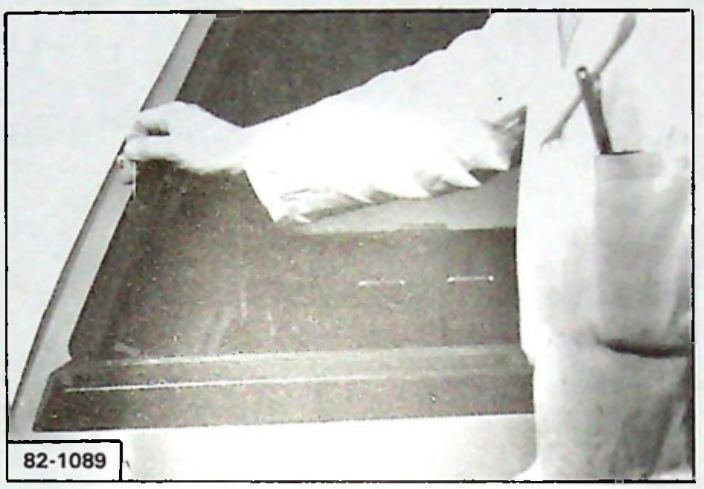

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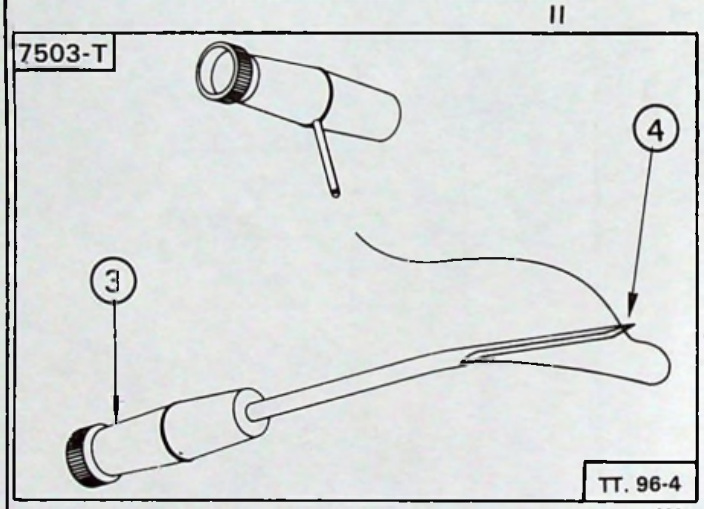

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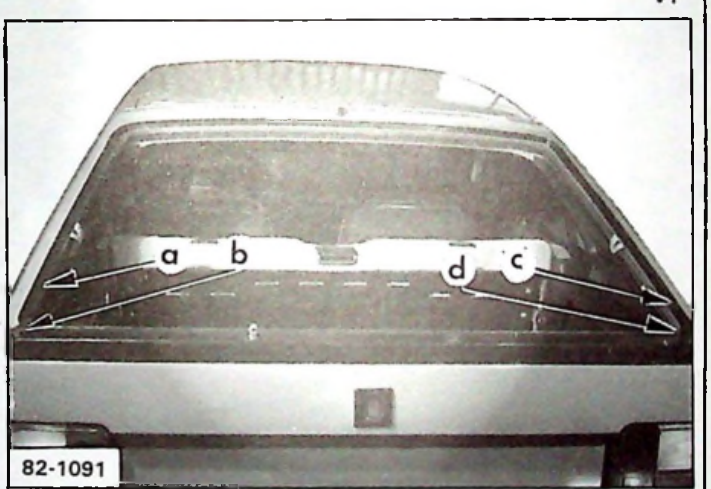

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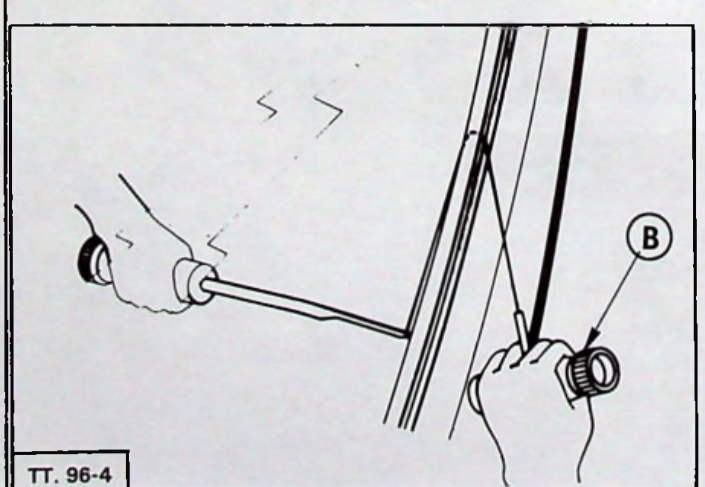

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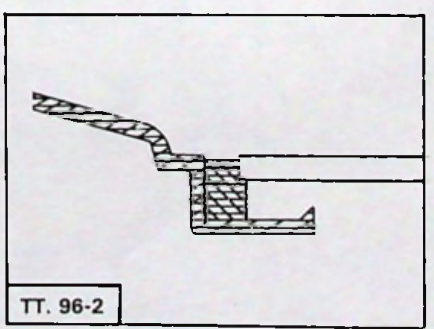


VIII

Déposer : Fig. I et II

- les enjoliveurs d'angles (1),
- les enjoliveurs (2) supérieur, inférieur et latéraux.

Déconnecter les fils d'alimentation de la lunette chauffante.

Découper le cordon d'adhésif : Fig. III et IV

Couper la corde à piano en deux parties égales.

Introduire la corde à piano dans le trou (3) de la poignée et en fixer l'extrémité à l'aide du bouton moleté.
Introduire l'autre extrémité dans le trou (4) situé sur la pointe de l'outil.

Par l'intérieur du véhicule, prendre l'extrémité de la corde à piano à l'aide d'une pince universelle, l'enfoncer dans le joint pour le traverser et la fixer sur la poignée **B**.

L'opérateur, à l'intérieur du véhicule, pique la pointe de l'outil dans le joint à environ 30 cm du point de passage de la corde à piano tandis que l'autre opérateur (à l'extérieur) tire sur la poignée et découpe le cordon.

Répéter l'opération jusqu'à découpe complète du joint.

Préparation de la baie : Fig. V et VI

Arraser le joint restant à l'aide d'une lame tranchante.

ATTENTION : Dans le cas d'une glace déjà collée au polyuréthane, il ne faut en aucun cas chercher à retirer complètement l'adhésif-joint restant sur la feuillure, mais simplement arraser pour retirer les surépaisseurs.
Essuyer uniquement à sec la surface pouvant être sale.
Appliquer du primaire tôle seulement dans les zones où il n'y a plus d'adhésif-joint.

NOTA : Dans le cas, d'une baie neuve (remplacement du volet), dégraisser avec le produit de dégraissage et appliquer le primaire tôle sur toute la surface de la feuillure. Laisser sécher 8 à 10 mm avant l'application de l'adhésif-joint.

Présenter la glace sur la baie et déterminer le collage nécessaire pour la centrer : **Fig. VII et VIII.**

Couper les cales à l'épaisseur nécessaire.

Disposer les cales en **« a »**, **« b »**, **« c »** et **« d »**.

Déposer la glace.

Préparer la glace :

Dégraisser la surface de collage de la glace : **Fig. I.**

Appliquer le primaire verre : **Fig. II et III**

Poser la glace : Fig. IV, V et VI

Retirer la capsule du fond de la cartouche d'adhésif et enlever le déshydratant.
Poser la buse sur la cartouche et percer l'opercule.

Engager la cartouche dans le pistolet.

Extruder un cordon ininterrompu d'adhésif-joint sur la feuille de baie : **Fig. IV et V.**

Disposer les ventouses sur la face extérieure de la glace.

Présenter la glace, parallélement à la feuillure et se repérer par rapport aux butées.

Appliquer la glace sur l'adhésif-joint.

Effectuer un lissage du cordon en (1) à l'aide d'une spatule : **Fig. VII.**

Effectuer un apport supplémentaire d'adhésif-joint en cas d'insuffisance.

Préparer les enjoliveurs :

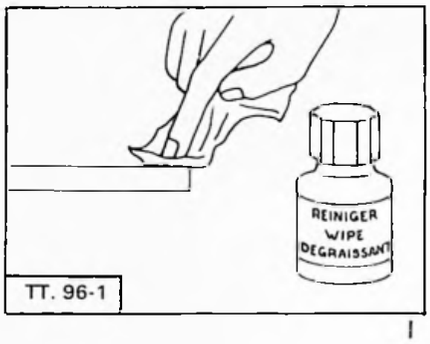
NOTA : Ne jamais réutiliser des enjoliveurs anciens.

Dégraisser les zones d'application du primaire.

Appliquer le primaire tôle : **Fig. VIII.**

Appppliquer un cordon d'adhésif-joint dans l'arête (2) de l'enjoliveur : **Fig. IX.**

ATTENTION :
Cette opération est indispensable pour éviter les déformations qui surviennent ultérieurement.



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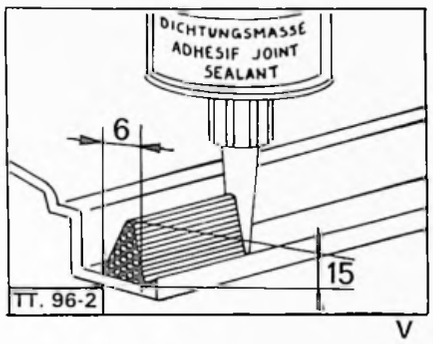

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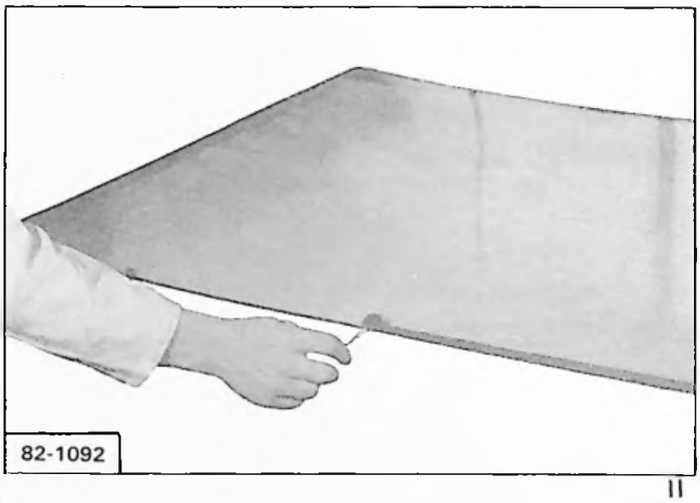

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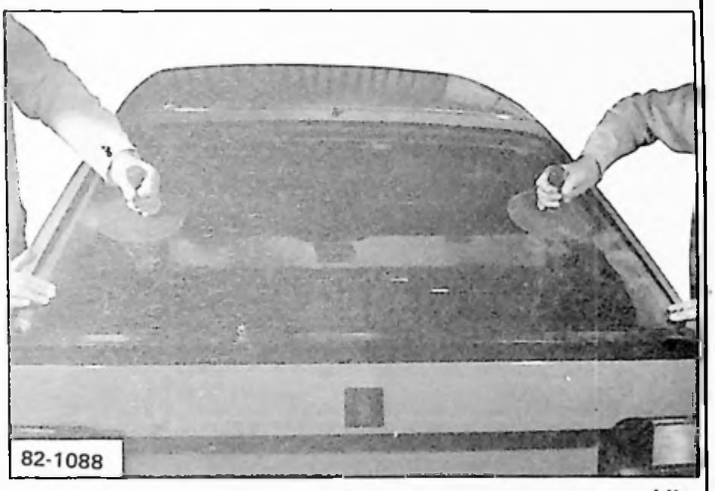

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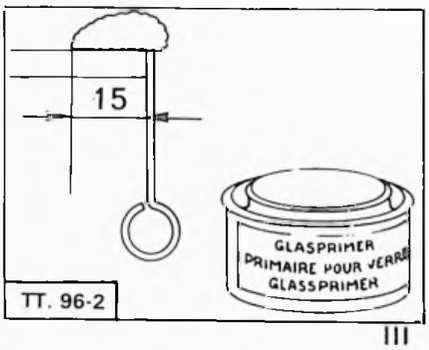

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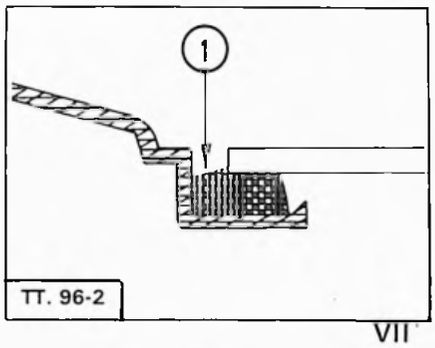

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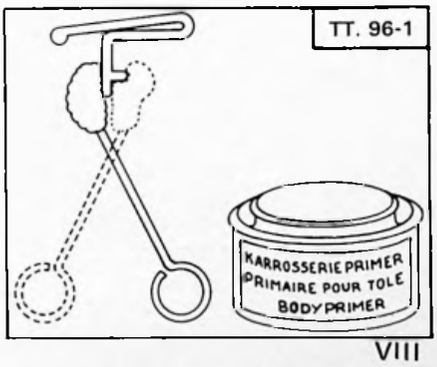

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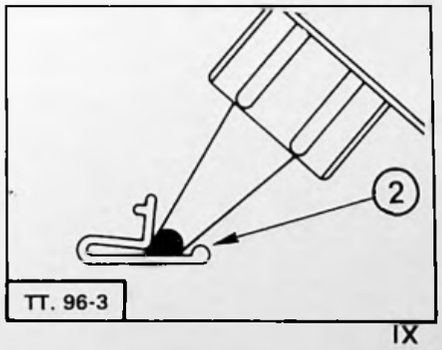

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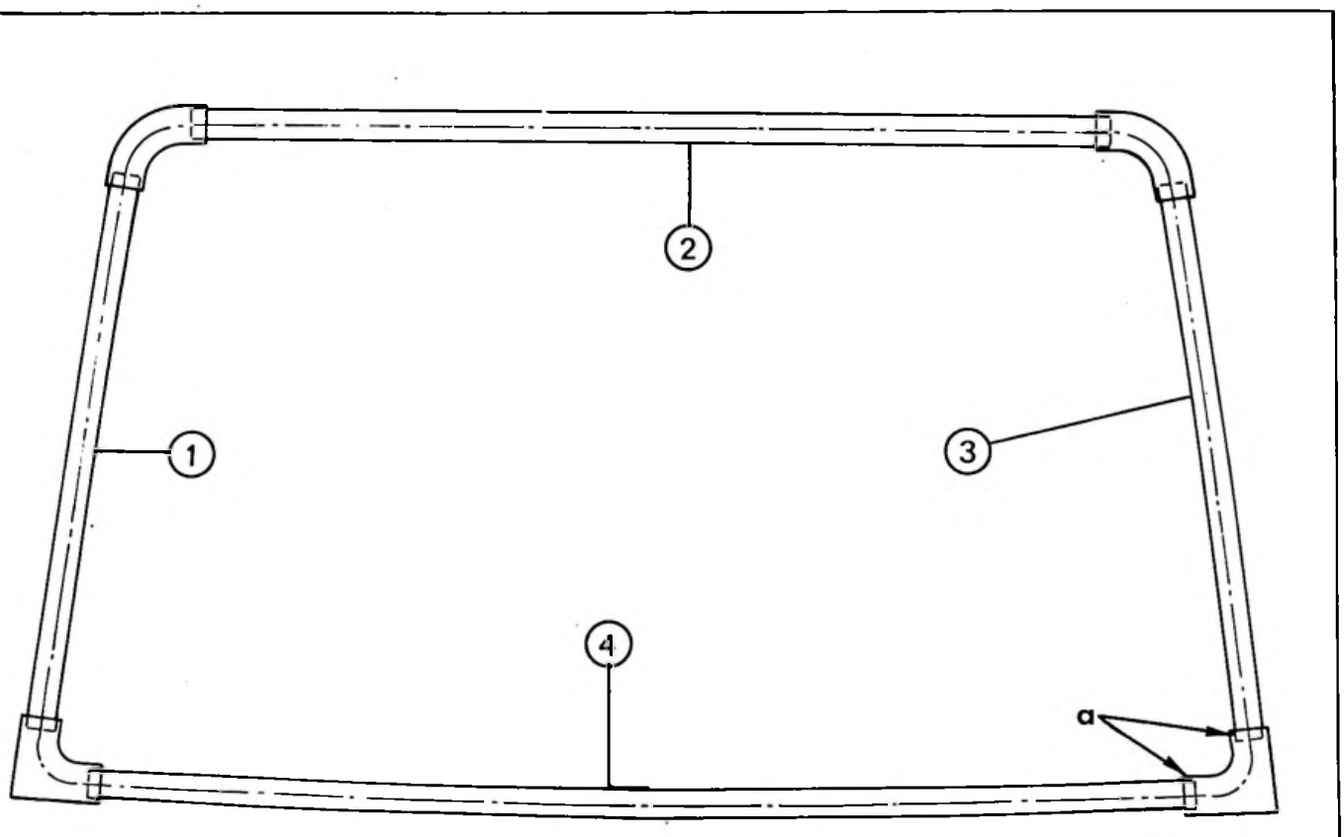
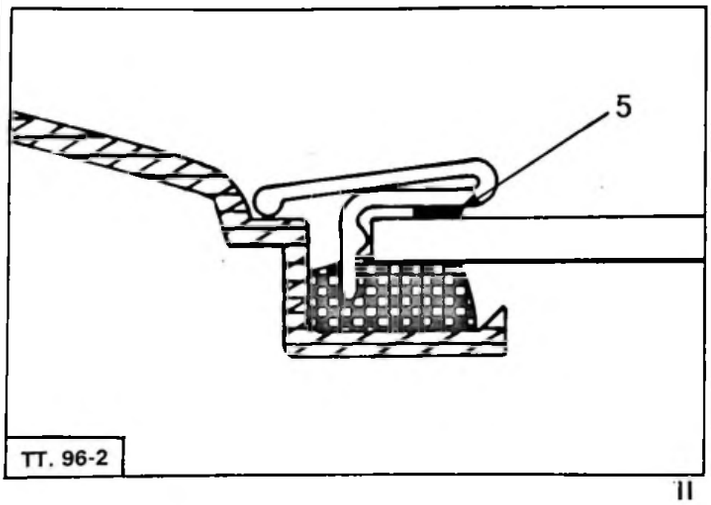


BX. 82-1

I



TT. 96-2

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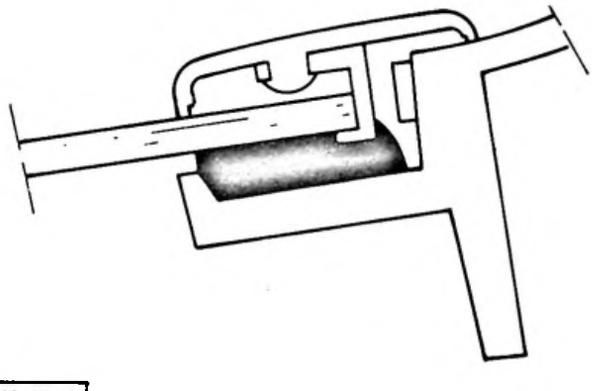


BX. 82-1

III

Poser les enjoliveurs (1), (2), (3) et (4) : Fig. I et II

Retirer la feuille de protection de l'adhésif double face (5).

Mettre en place les enjoliveurs (vérifier leur position en se servant des enjoliveurs d'angle).

Poser les enjoliveurs d'angles : Fig. I et III

Retirer les feuilles de protection des adhésifs double face en **« a »**.

Agrafer et plaquer les enjoliveurs d'angles.

REMPLACEMENT D'UNE GLACE DE DE VOLET ARRIERE (avec enjoliveur en caoutchouc)

OUTILLAGE : Fig. I

1 - Outil pour découpage du cordon adhésif à l'aide d'une corde à piano **Référence 7503-T.**

2 - Pistolet pour extruder l'adhésif-joint

3 - Jeu de ventouses

4 - Outil pour suppression des restes de cordon après dépose de la glace **MR. 630-84/43,** ou ciseau à bois affûté suivant dessin annexe de la figure.

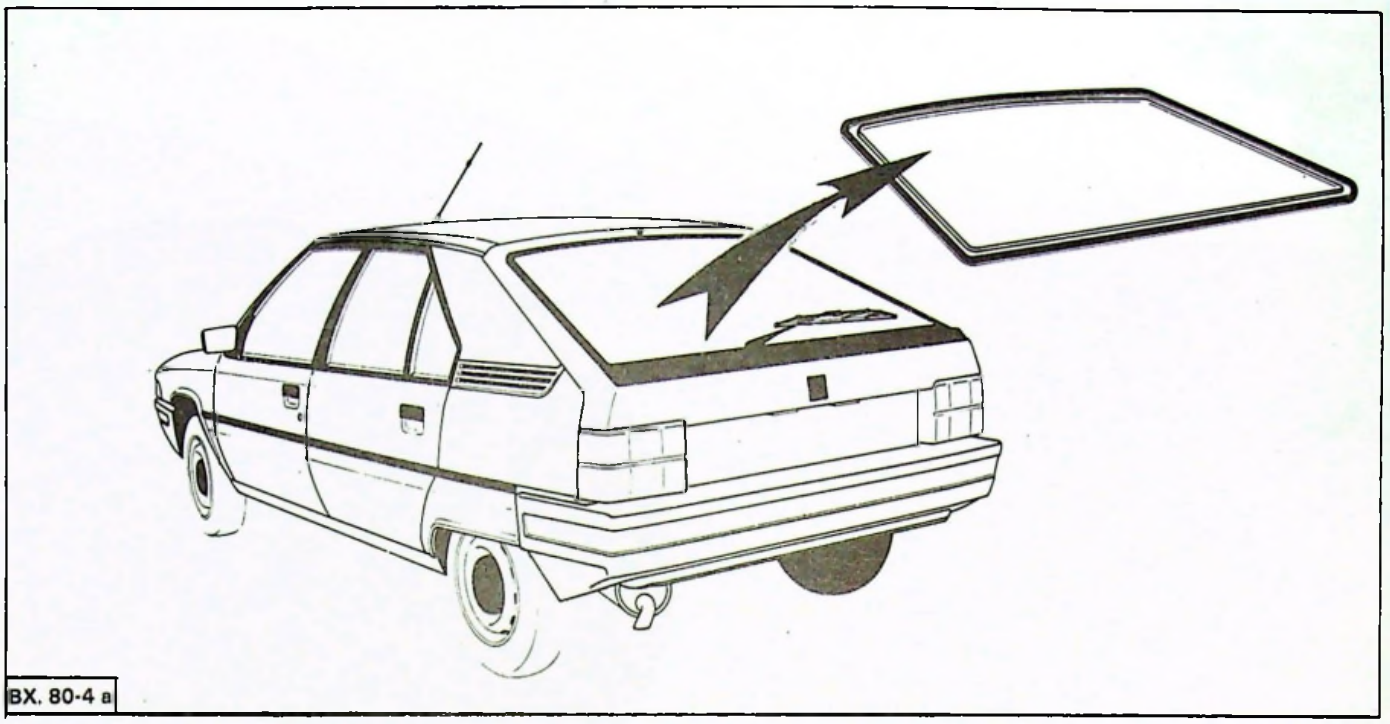
PRODUIT : Fig. II

Kit de collage : Référence ZC 9 867 433 U.

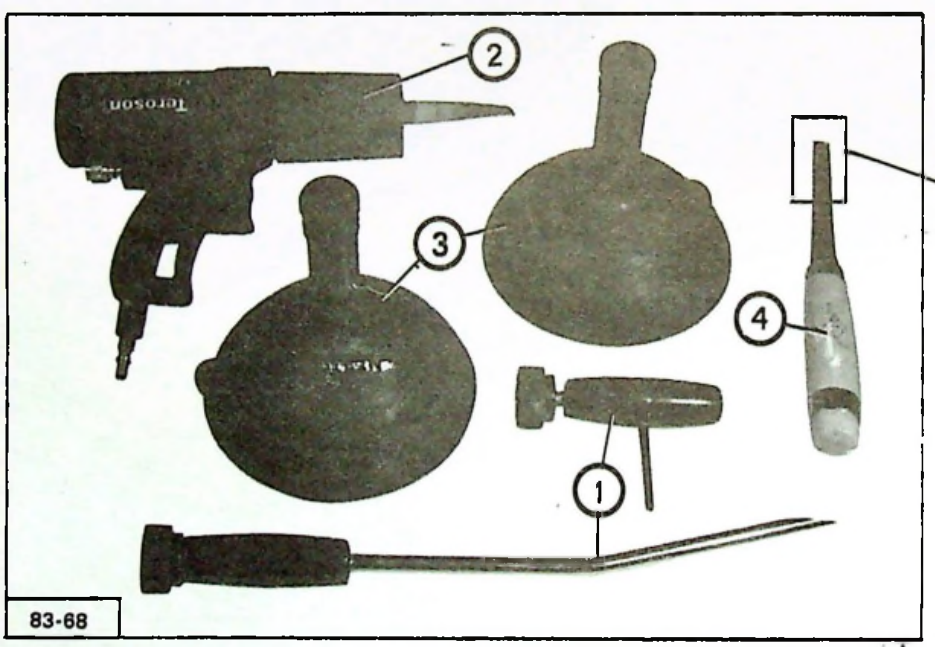
PROTECTION.

Porter des lunettes de protection pendant l'opération de découpage de l'adhésif-joint (en cas de rupture de la glace).

ATTENTION : Tout collage effectué avec des produits autres que celui préconisé est rigoureusement interdit.
La glace participe à la rigidité de l'ensemble qui la supporte et pour remplir cette condition, il est indispensable d'avoir un collage de très bonne qualité.



BX. 80-4 a



83-68

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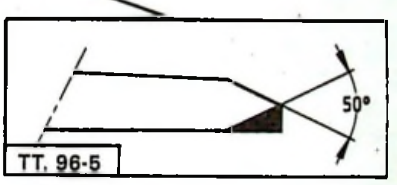

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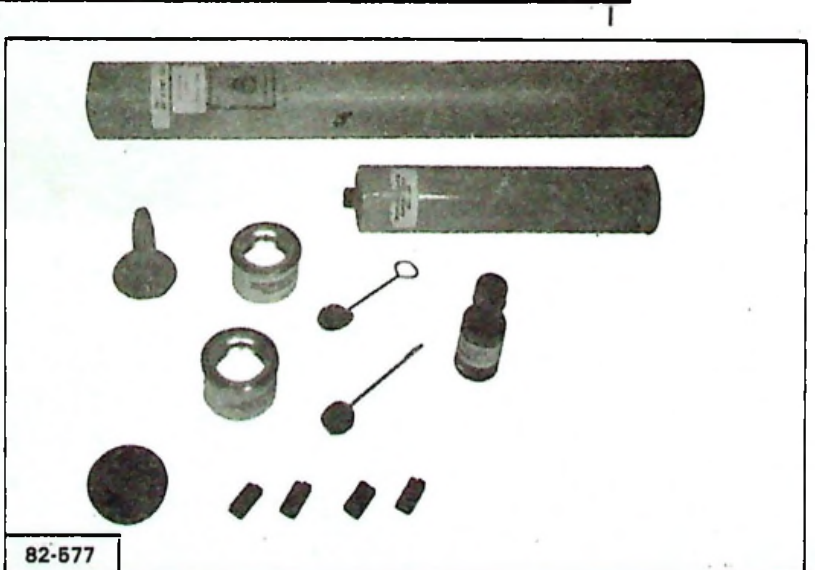

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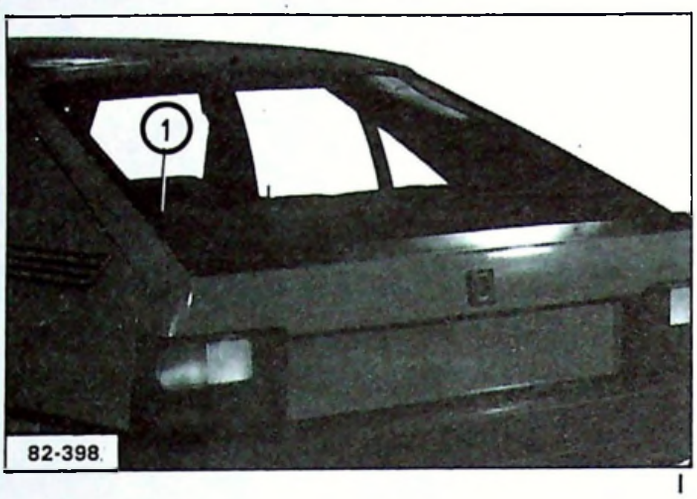

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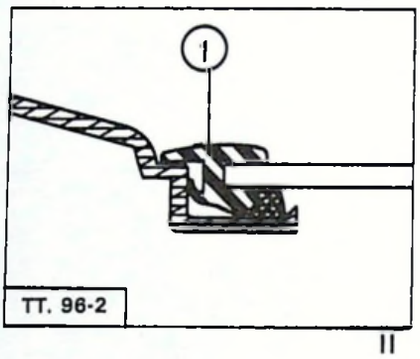

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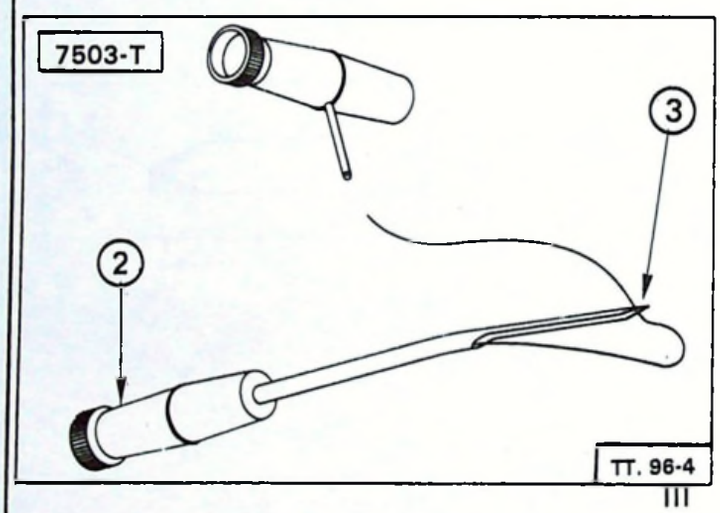

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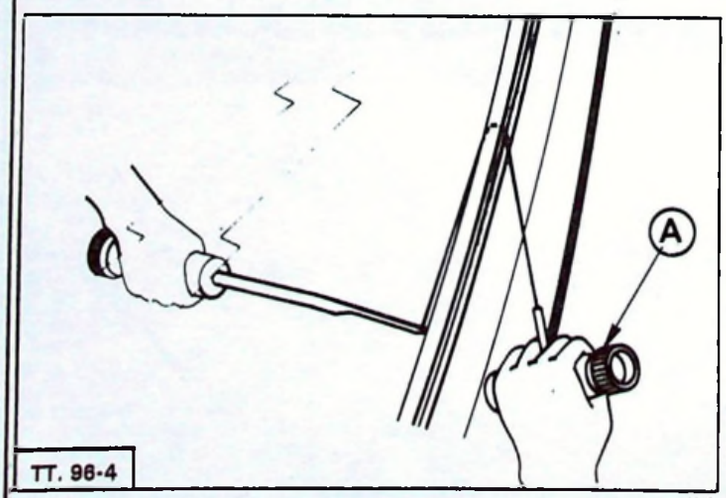

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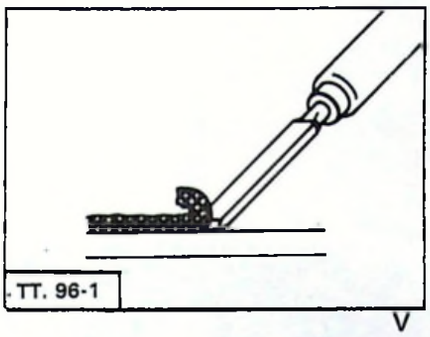

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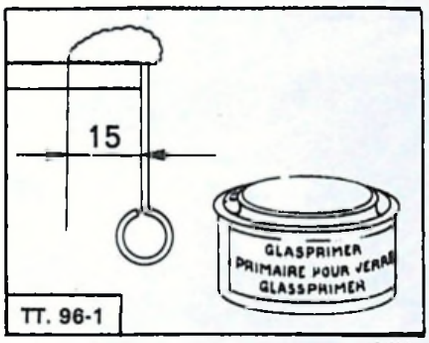

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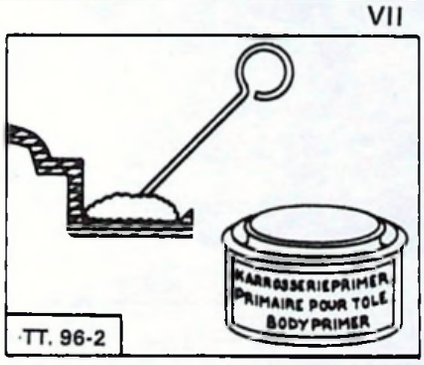

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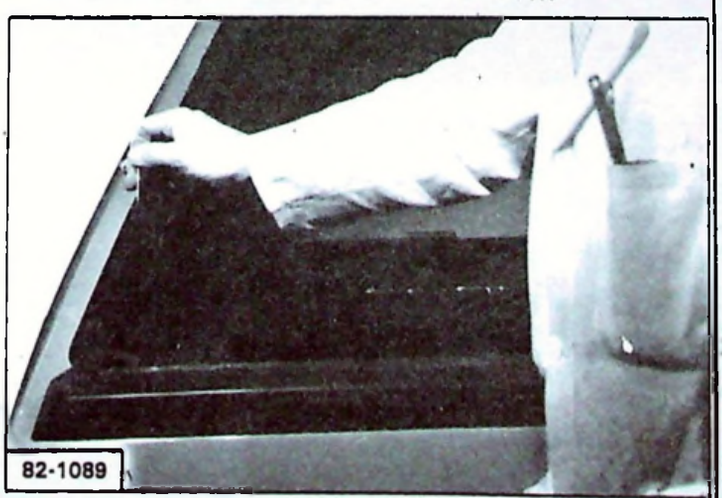


IX

Déposer l'enjoliveur en caoutchouc (1) : **Fig. I et II.**

Amorcer l'arrachement dans une angle à l'aide d'un tournevis et tirer.

Déconnecter les fils d'alimentation de la lunette chauffante.

Découper le cordon d'adhésif : Fig. III et IV

Couper la corde en deux parties égales.

Introduire la corde à piano dans le trou (2) de la poignée et en fixer l'extrémité à l'aide du bouton moleté.
Introduire l'autre extrémité dans le trou (3) situé sur la pointe de l'outil.

Par l'intérieur du véhicule, prendre l'extrémité de la corde à piano à l'aide d'une pince universelle, l'enfoncer dans le joint pour le traverser et la fixer sur la poignée **A.**

L'opérateur, à l'intérieur du véhicule, pique la pointe de l'outil dans le joint à environ 30 cm du point de passage de la corde à piano tandis que l'autre opérateur(à l'extérieur) tire sur la poignée et découpe le cordon.

Répéter l'opération jusqu'à découpe complète du joint.

PREPARATION.

Fig. IV :
A l'aide d'une lame tranchante, araser les restes de cordon adhésif sur la feuillure et sur la glace (en cas de non remplacement des pièces) Outil **MR. 630-84/43.**

ATTENTION : Dans le cas d'une glace déjà collée à l'aide de mastic polyuréthane (ce qui doit obligatoirement être le cas, car seul ce produit est homologué pour ce type de collage), il ne faut en aucun cas chercher à enlever complètement l'adhésif-joint restant sur la glace ou sur la feuillure, mais seulement araser pour enlever toute surépaisseur.
Appliquer du primaire seulement dans les zones où il n'y a pas d'adhésif-joint.

Préparation pièces neuves : Fig. VI, VII et VIII

Dégraisser les zones de collage : **Fig. VI.**

Appliquer le primaire verre sur la périphérie de la glace **Fig. VII.**
Laisser sécher 5 minutes.

Appliquer le primaire tôle au fond de la feuillure : **Fig. VIII et IX.**
Laisser sécher 8 minutes.

POSE.

Dégraisser la lèvre intérieure (1) du caoutchouc (utiliser le dégraissant du kit de collage) : **Fig. I.**

Poser le caoutchouc sur la glace (la soudure étant située dans la partie inférieure au milieu de la baie).

Poser la glace : Fig. II, III, IV et V.

Retirer la capsule du fond de la cartouche d'adhésif et enlever le déshydratant.
Poser la buse sur la cartouche et percer l'opercule.

Engager la cartouche dans le pistolet.

Extruder un cordon ininterrompu d'adhésif-joint sur la feuillure de baie : **Fig. II et III.**

Disposer les ventouses sur la face extérieure de la glace.

Présenter la glace, parallélement à la feuillure et la centrer correctement sur la baie : **Fig. IV et V.**

Appliquer la glace sur la baie.

Connecter les fils d'alimentation de la lunette chauffante.

Laisser sécher environ deux heures avant mise en circulation du véhicule.

REMARQUE : Après pose de la glace, il est recommandé de contrôler son étanchéité.

ETANCHEITE.

Défaut d'étanchéité d'une glace qui vient d'être collée :

Utiliser la buse non prédécoupée contenue dans le kit de collage et la visser sur la cartouche d'adhésif-joint.

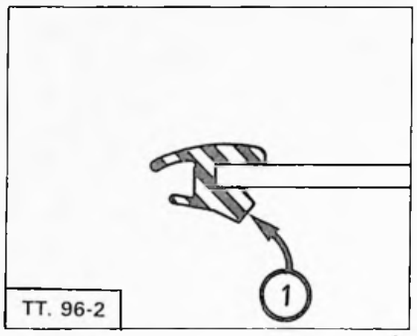
Extruder la quantité d'adhésif nécessaire, entre la glace et la feuillure, suivant (2), par l'intérieur du véhicule : **Fig. V.**

Défaut d'étanchéité d'une glace (adhésif sec) :

Par l'intérieur du véhicule, extruder suivant (2) à l'aide d'une pompe munie d'une buse fine, la quantité de mastic nécessaire : **Fig. V et VI.**

Utiliser exclusivement des mastics « BUTYL » qui sèchent à l'air :

Exemples :
8630 E (3 M FRANCE)
R.W.-D (KENT INDUSTRIES)



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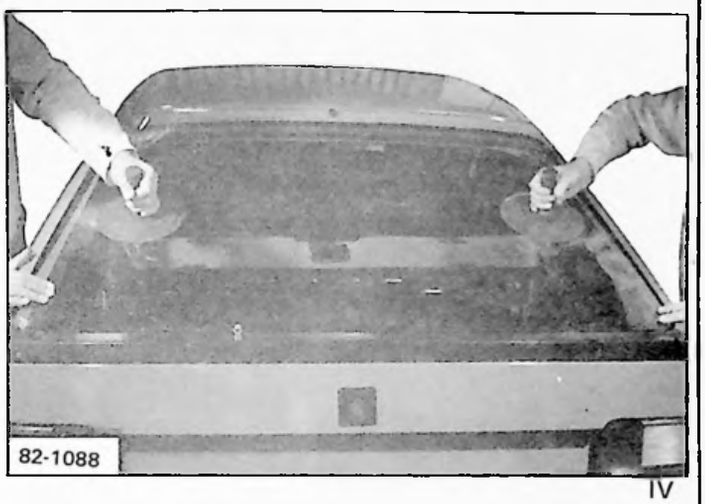

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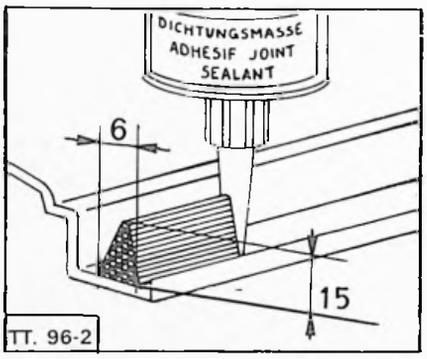

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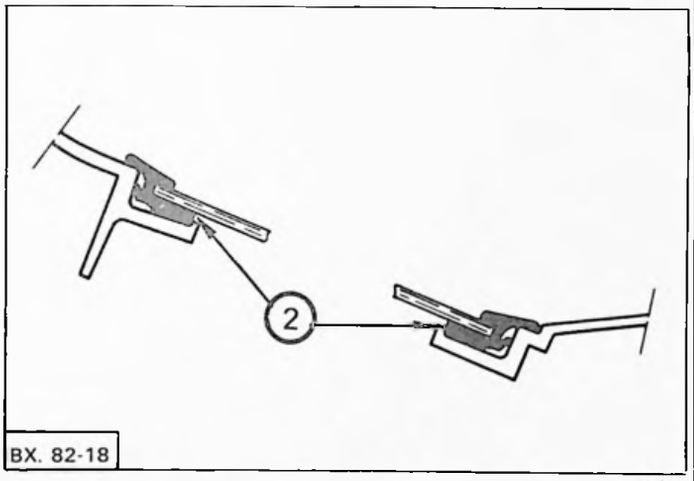

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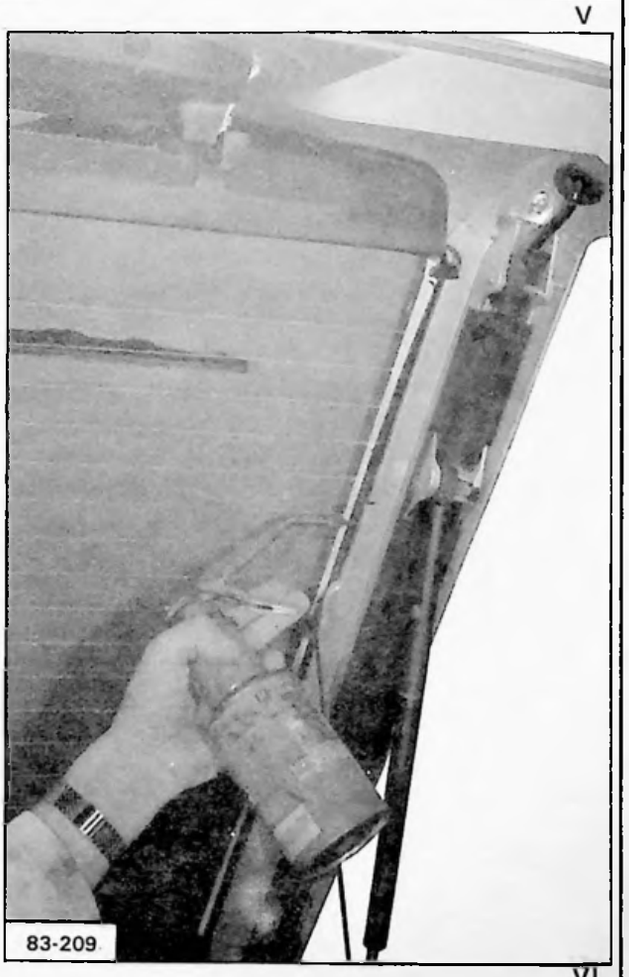


VI

REMPLACEMENT D'UNE GLACE DE VOLET ARRIERE

OUTILLAGE : Fig. I

1 – Outil pour découpage du cordon adhésif à l'aide d'une corde à piano **Référence 7503-T.**

2 – Pistolet pour extruder l'hadésif-joint.

3 – Jeu de ventouses

4 – Outil pour suppression des restes de cordon après dépose de la glace **MR. 630-84/43**, ou ciseau à bois affûté suivant dessin de la figure.

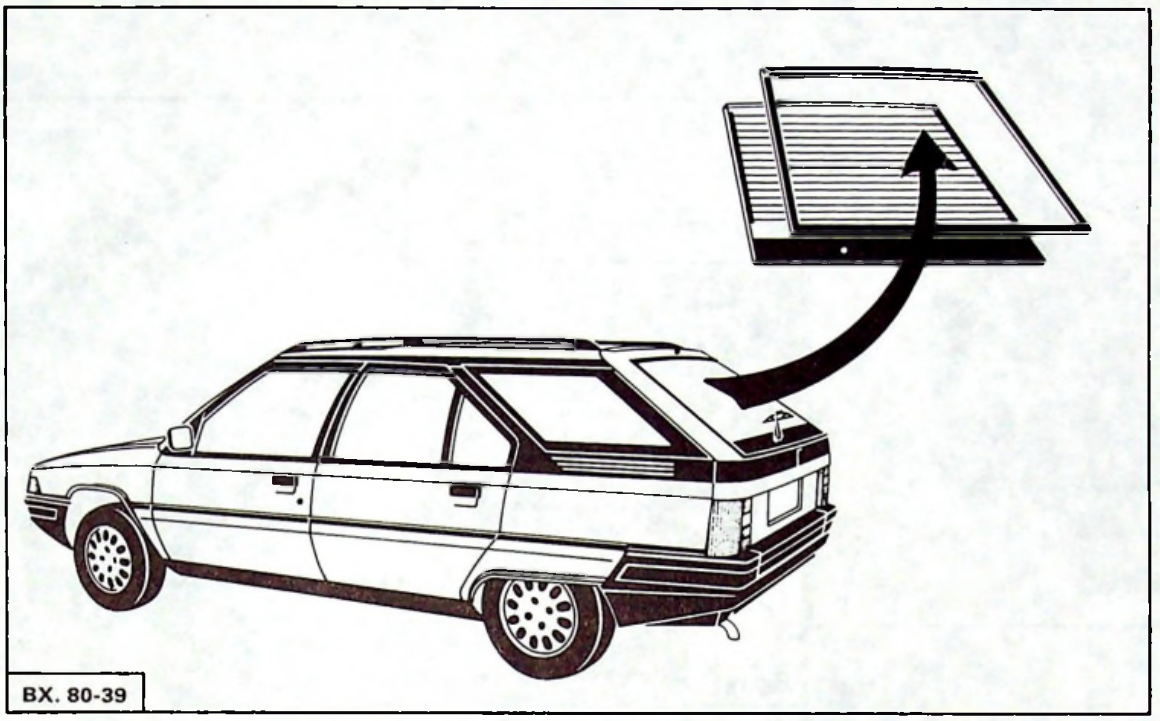
PRODUIT : Fig. II

	Référence
"GURIT"	
Kit de collage	ZC 9 867 511 U
Cartouche de mastic adhésif	ZC 9 867 447 U
"BOSTIK"	
Kit de collage	ZCP 830-002
Cartouche de mastic adhésif	ZCP 830-003

PROTECTION

Porter des lunettes de protection pendant l'opération de découpage de l'adhésif-joint (en cas de rupture de la glace).

ATTENTION : Tout collage effectué avec des produits autres que ceux préconisés est rigoureusement interdit. La glace participe à la rigidité de l'ensemble qui la supporte et pour remplir cette condition, il est indispensable d'avoir un collage de très bonne qualité.



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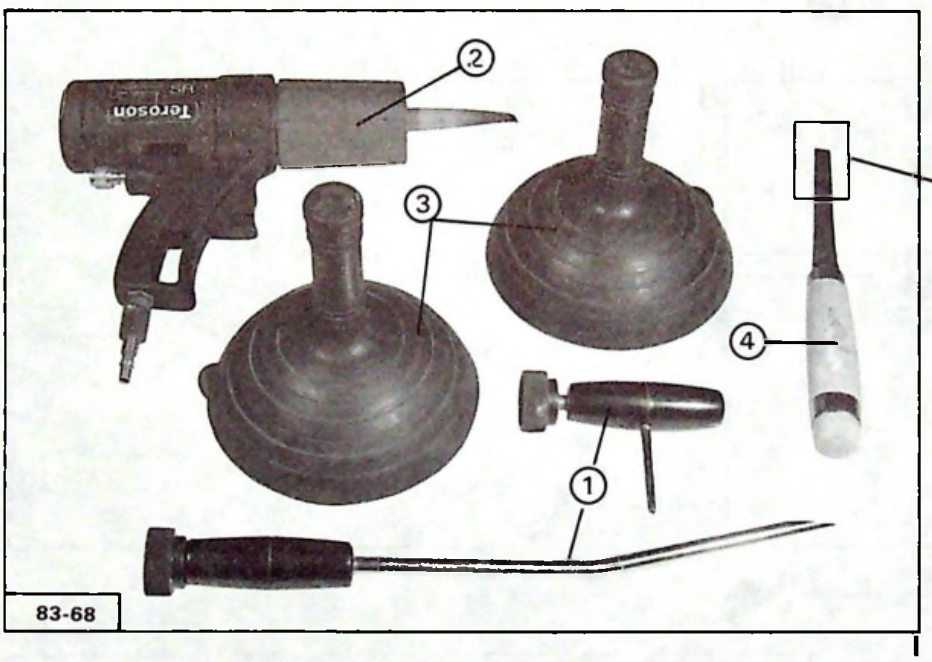

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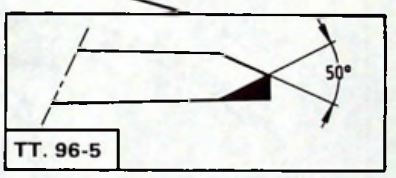

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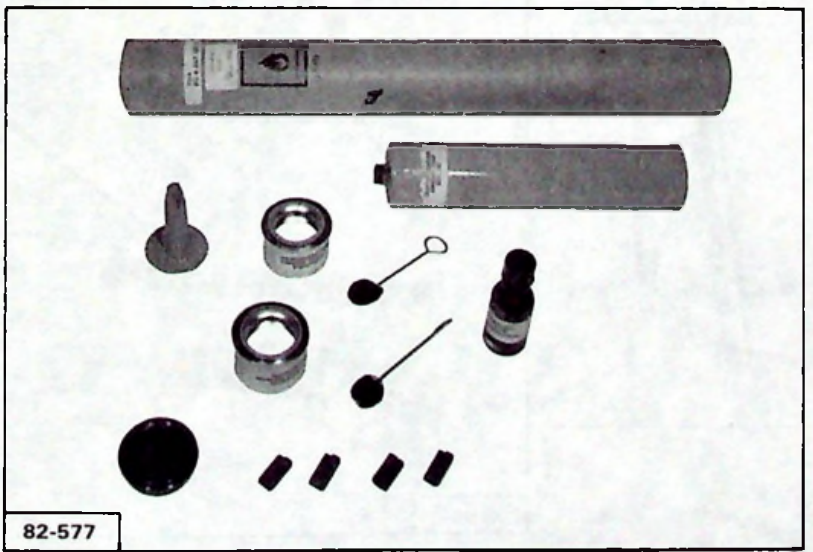

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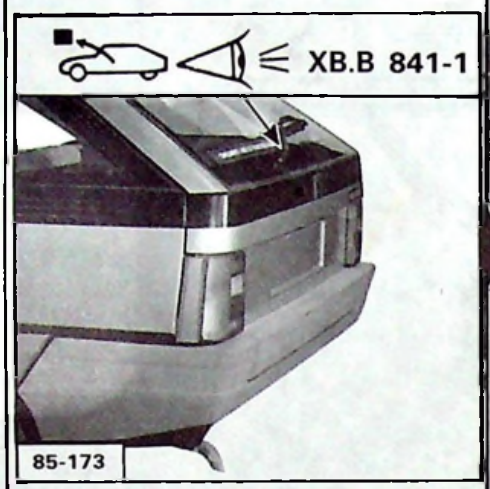
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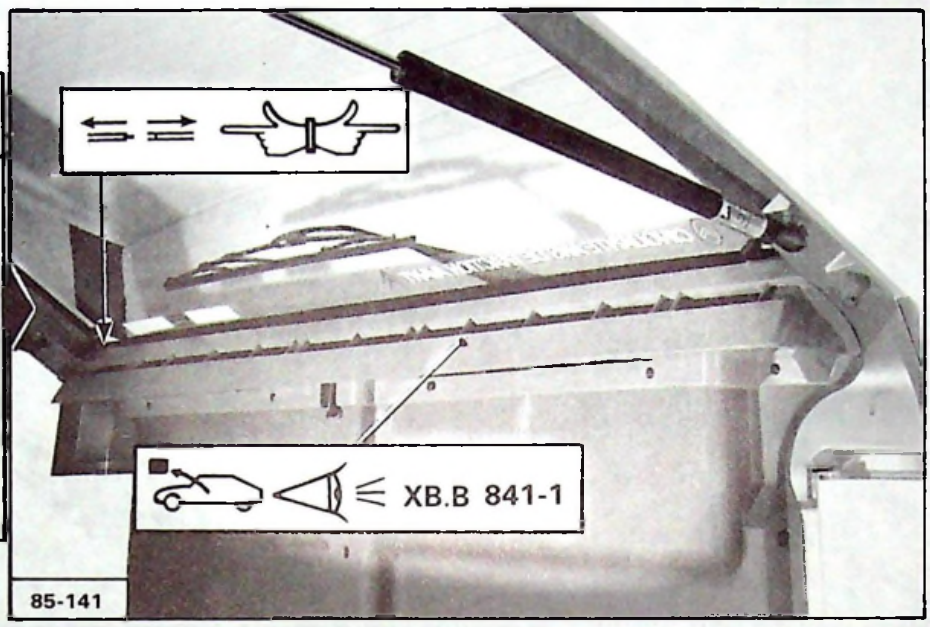
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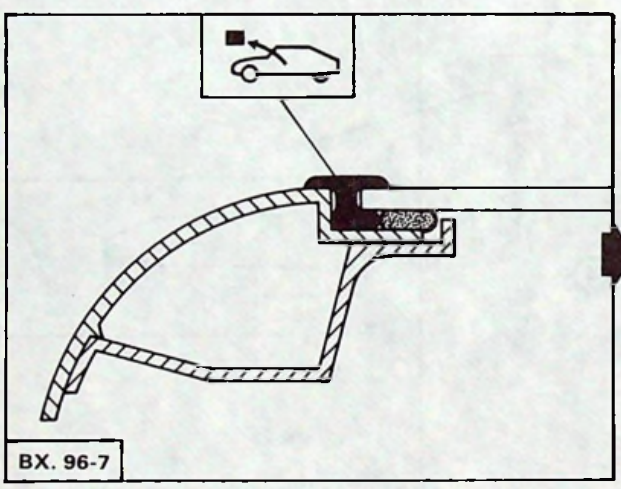
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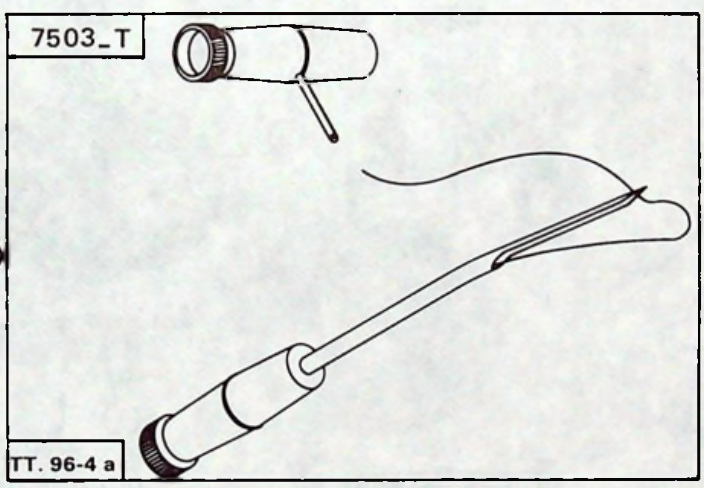
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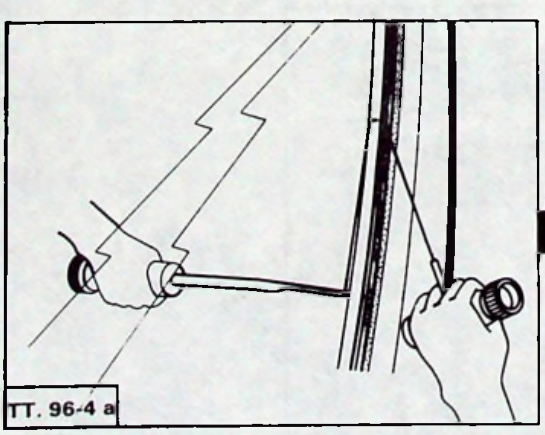
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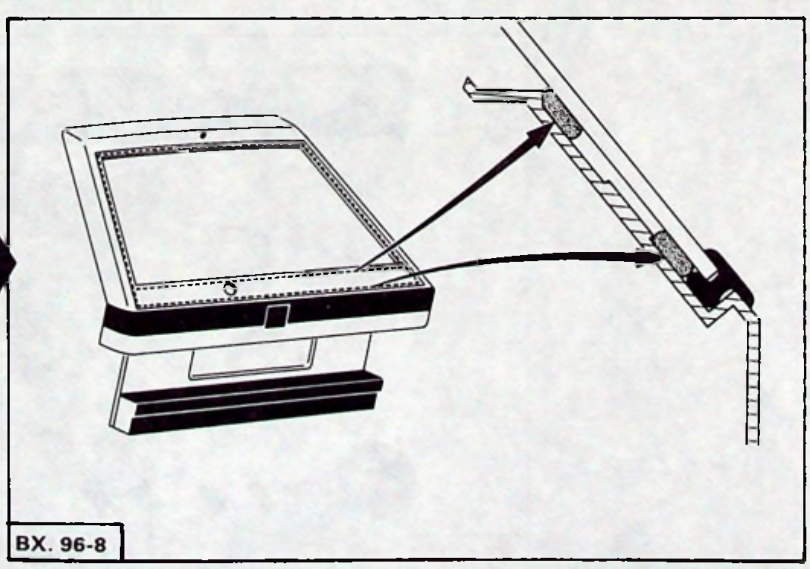
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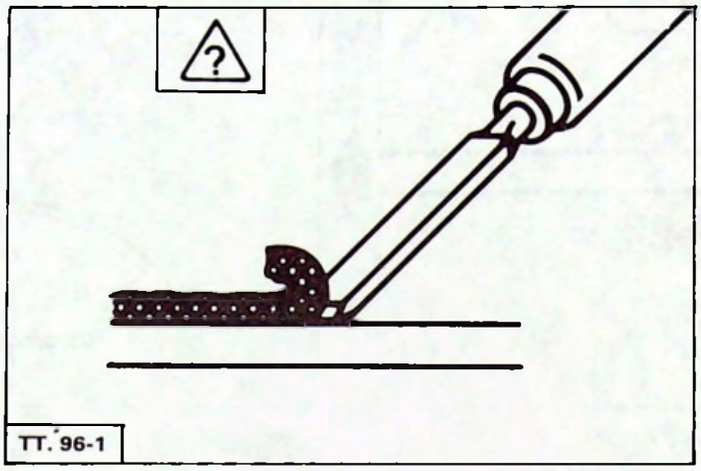
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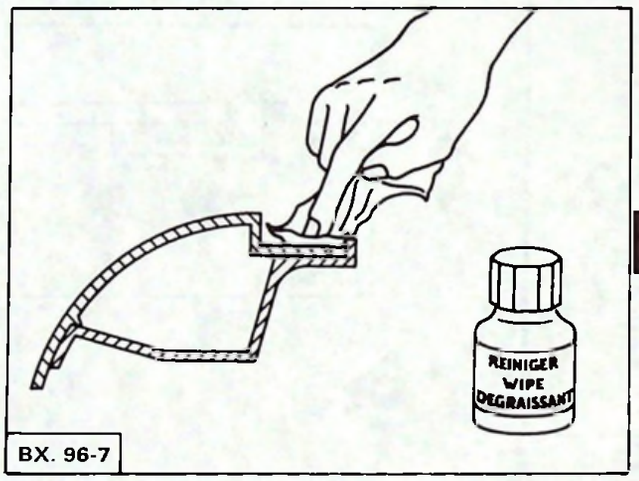
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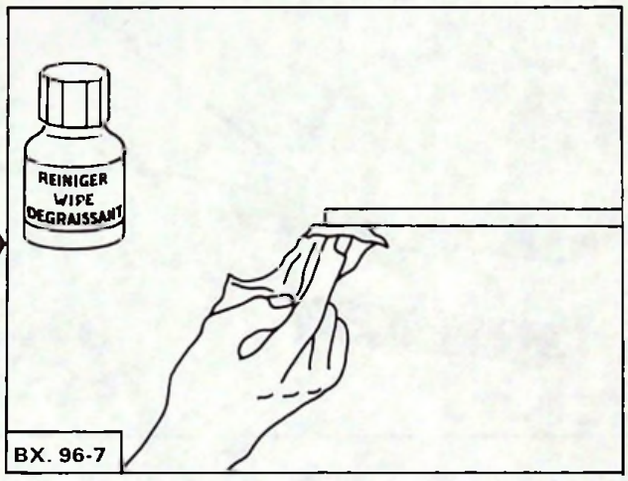
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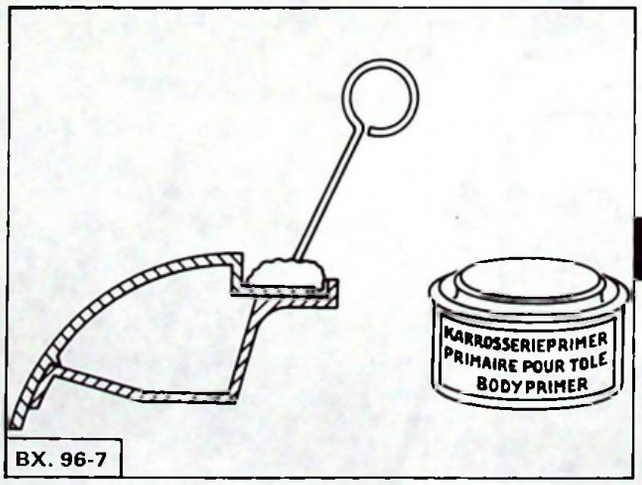
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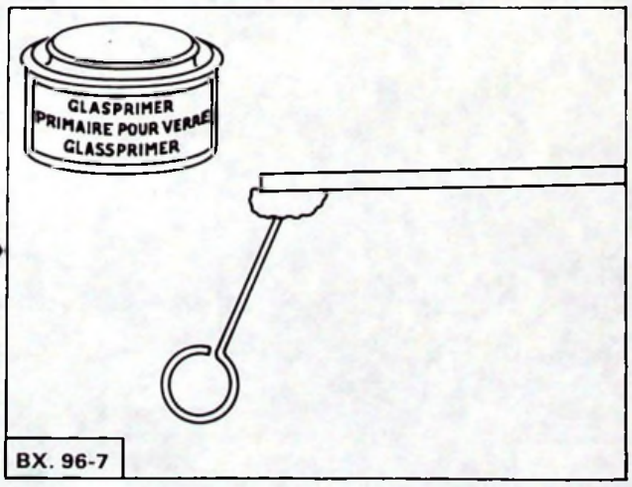
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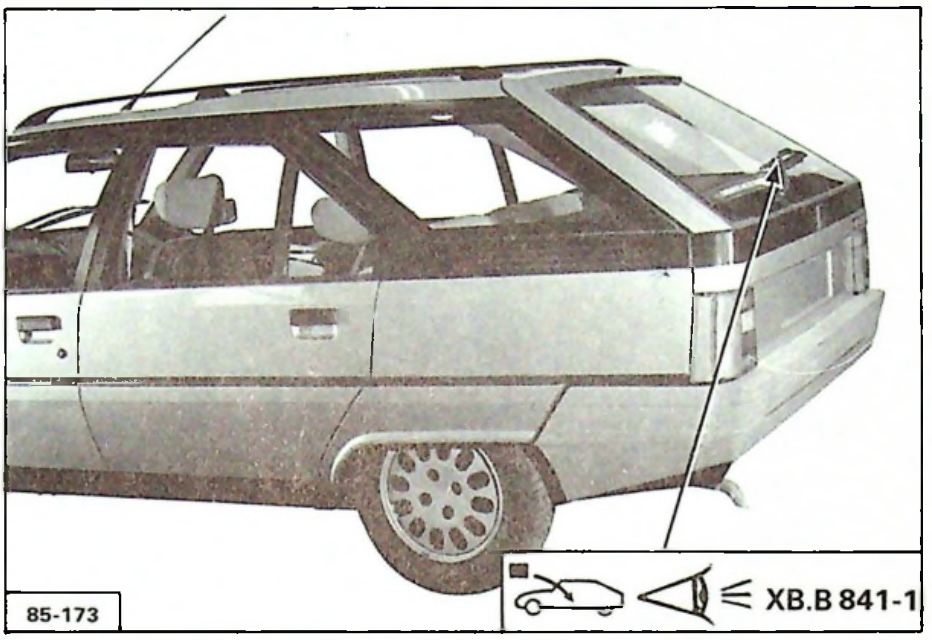
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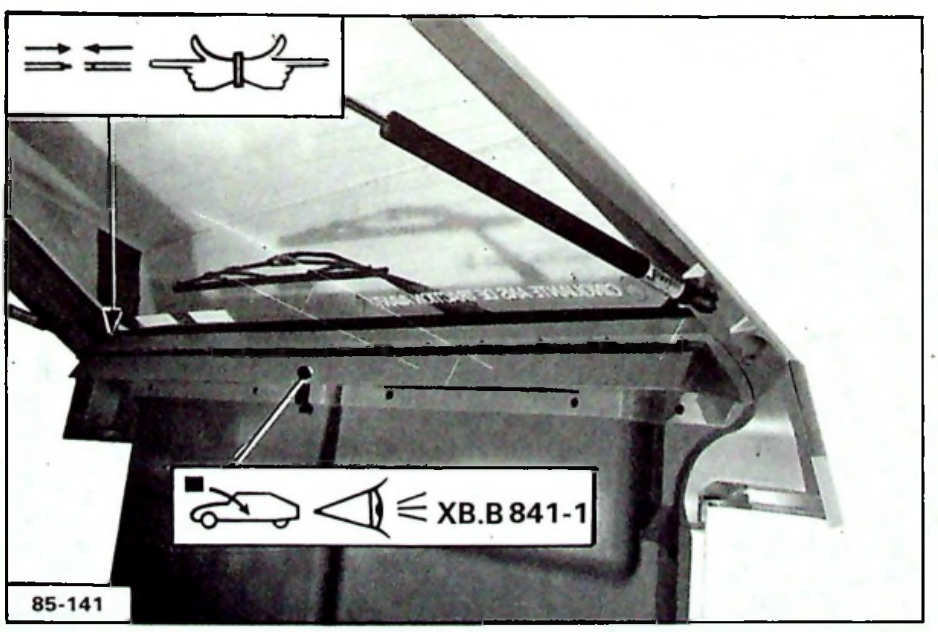
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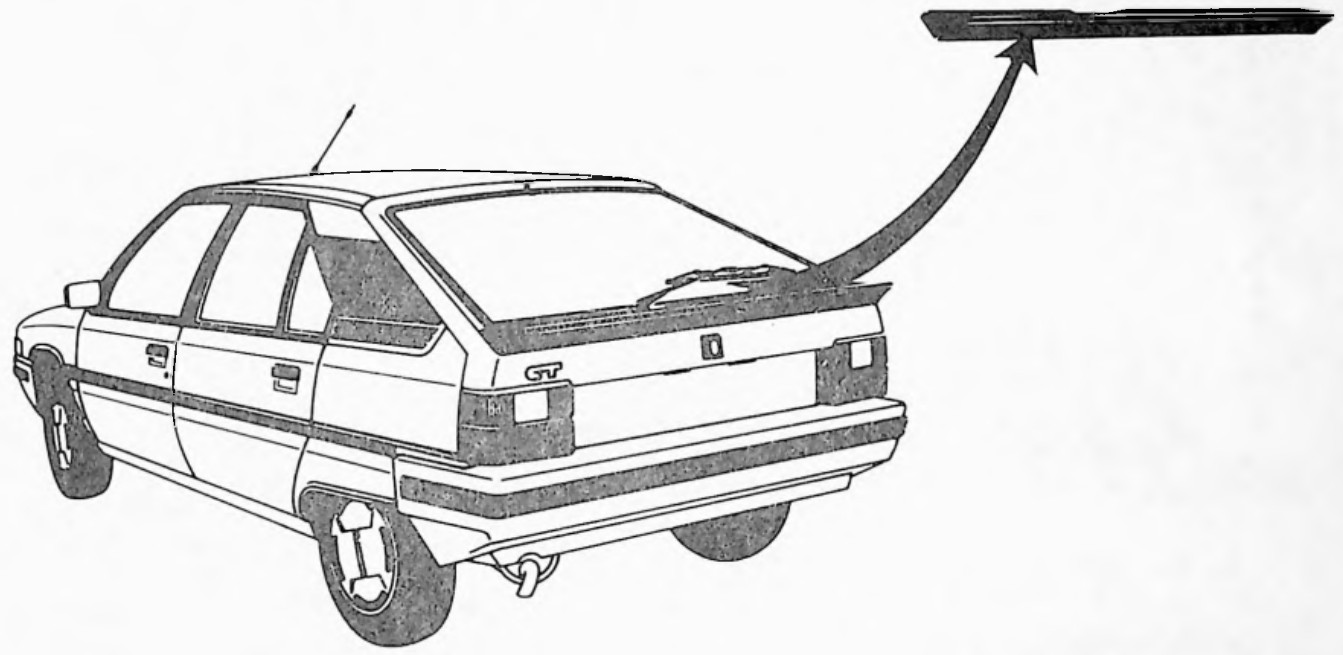

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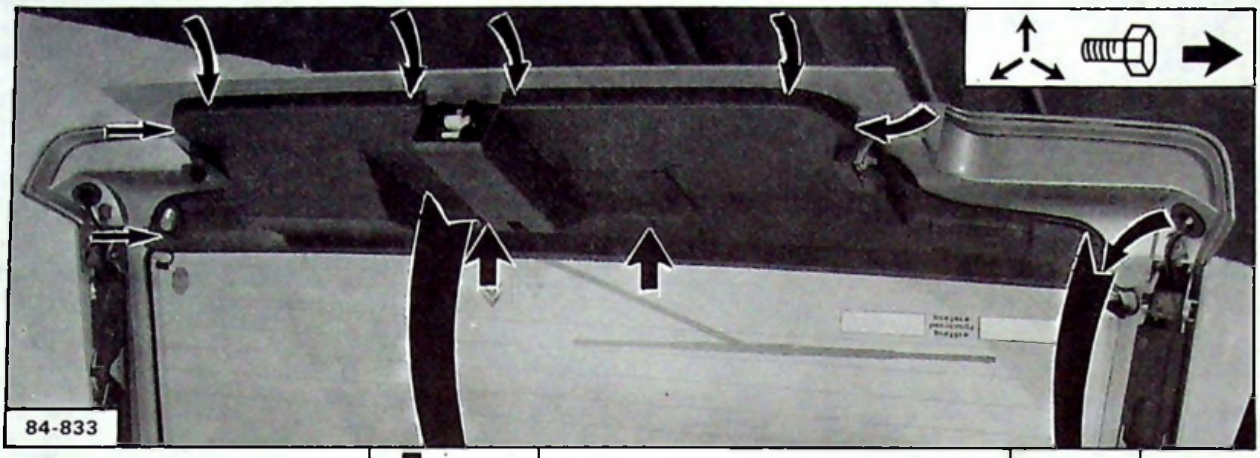
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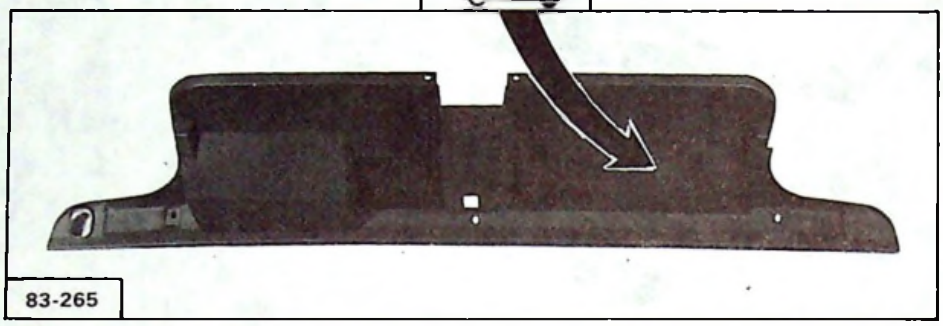
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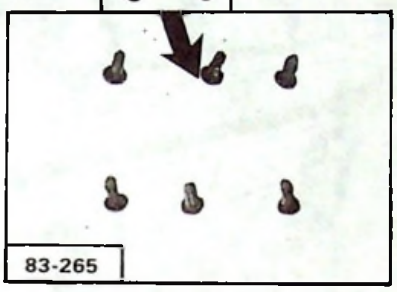
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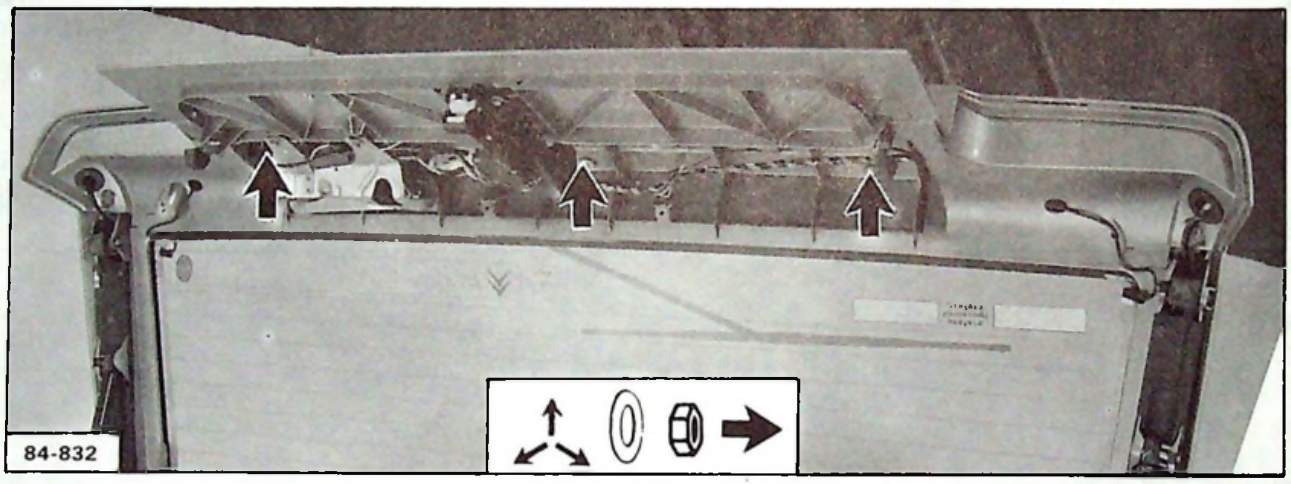
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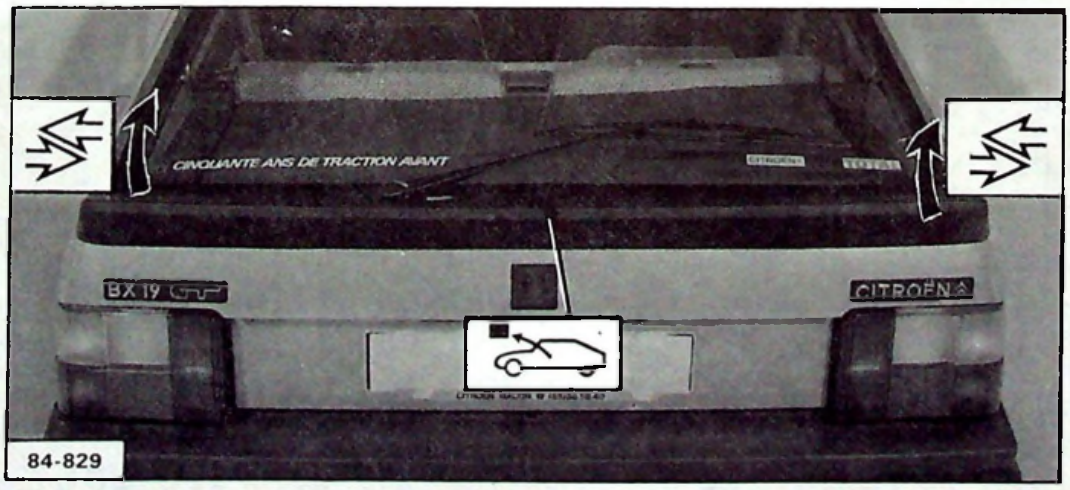
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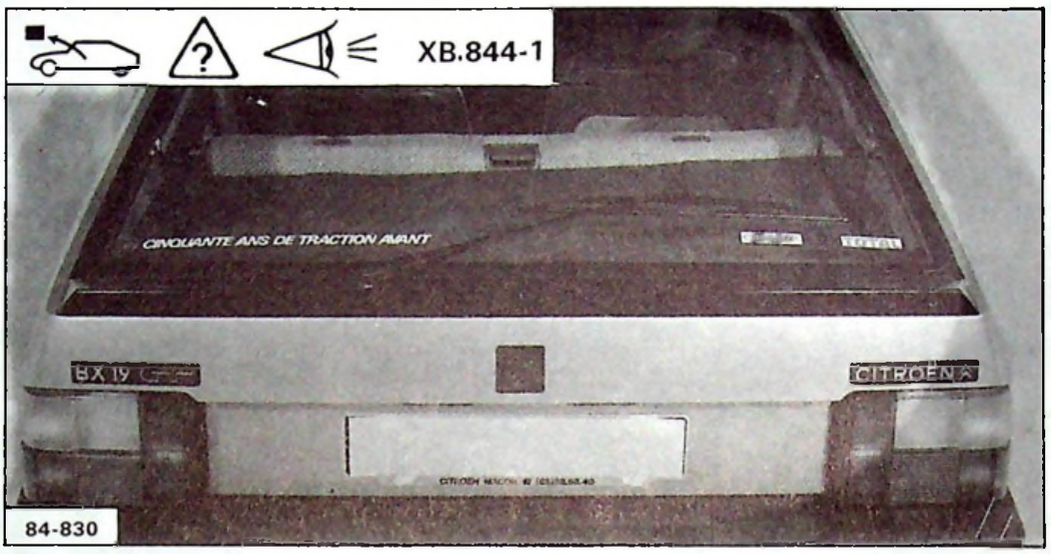
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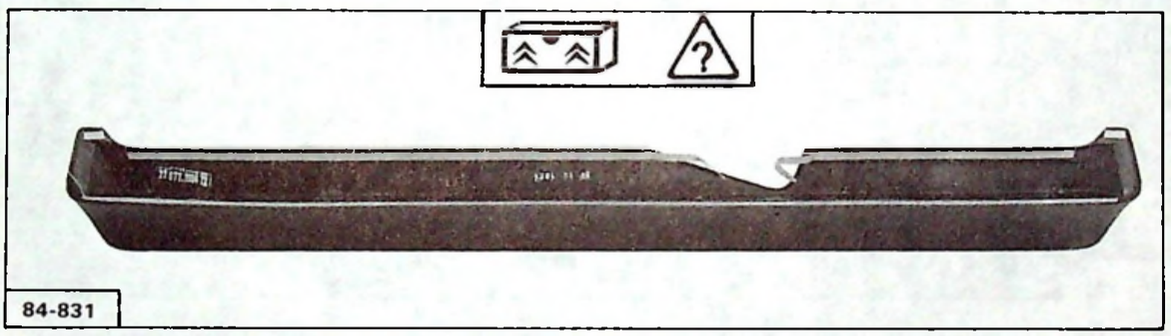
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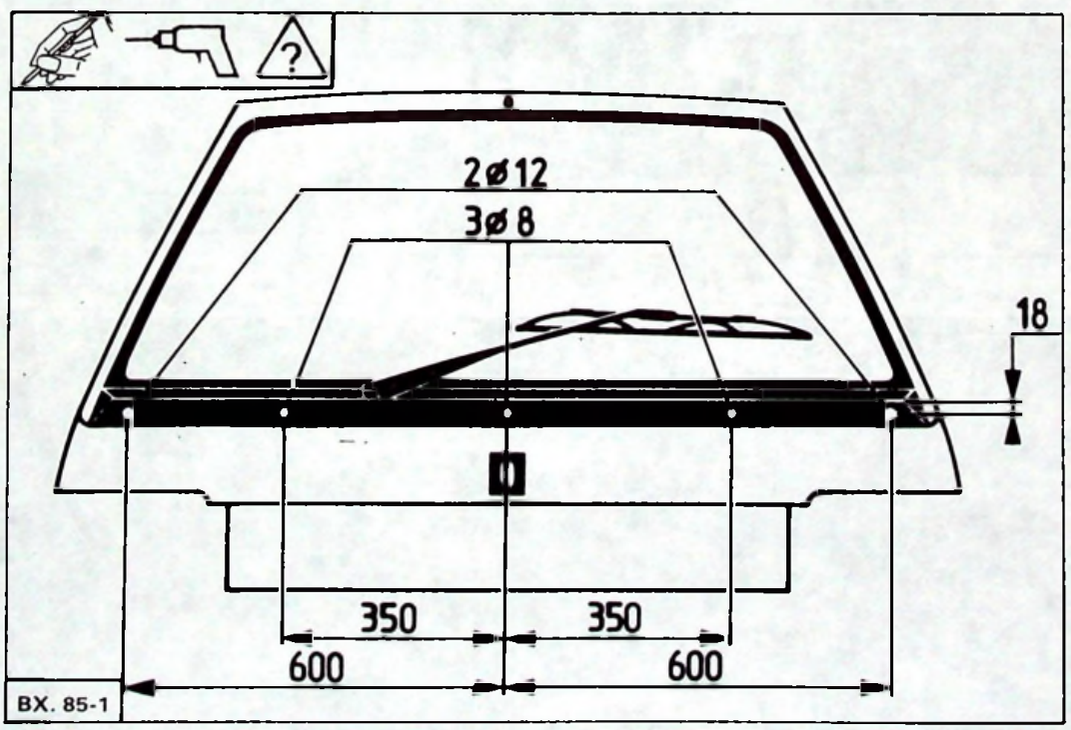
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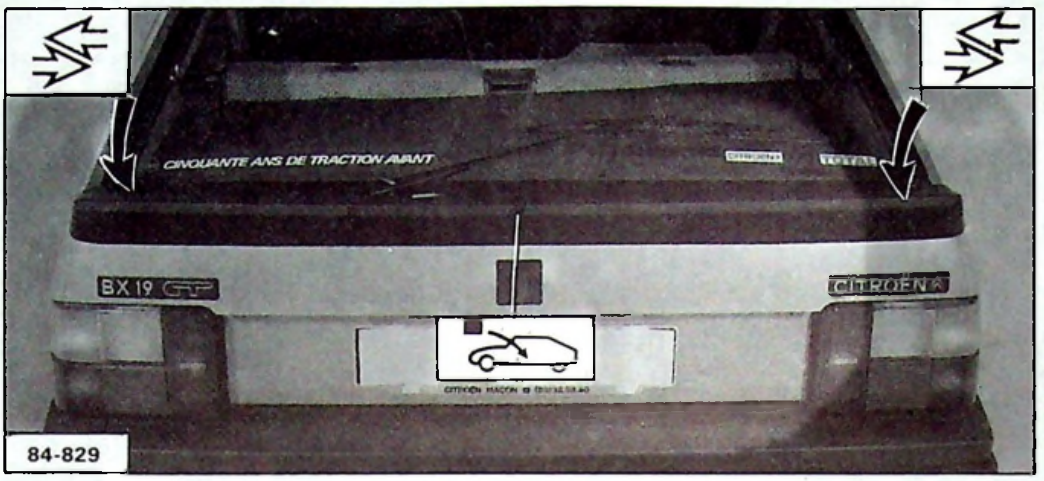

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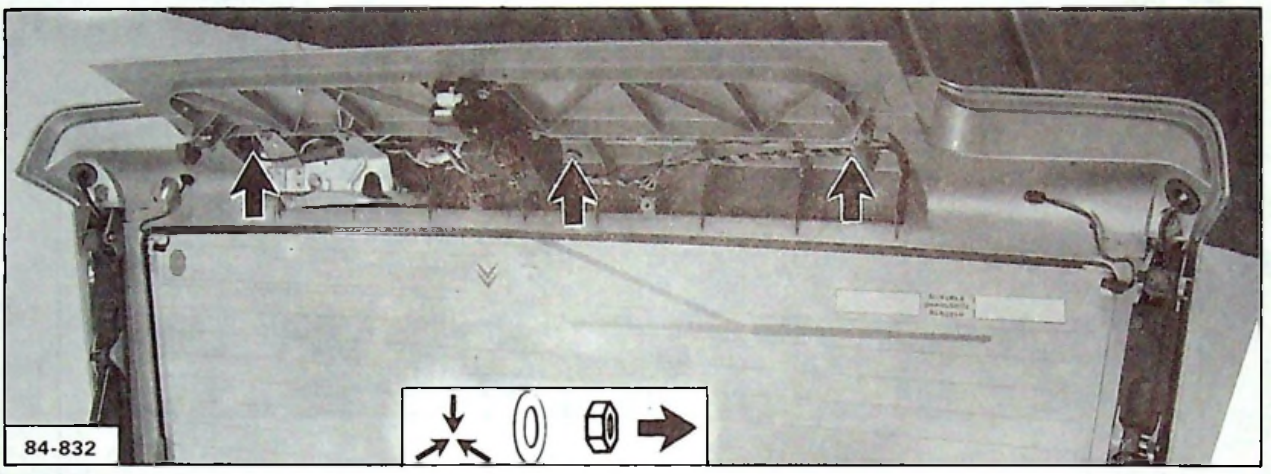
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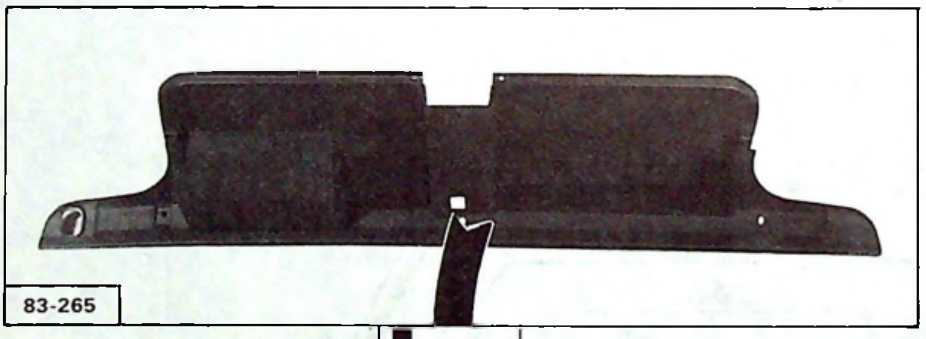
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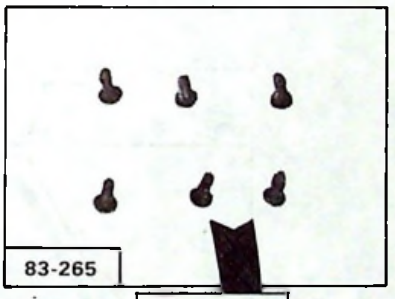
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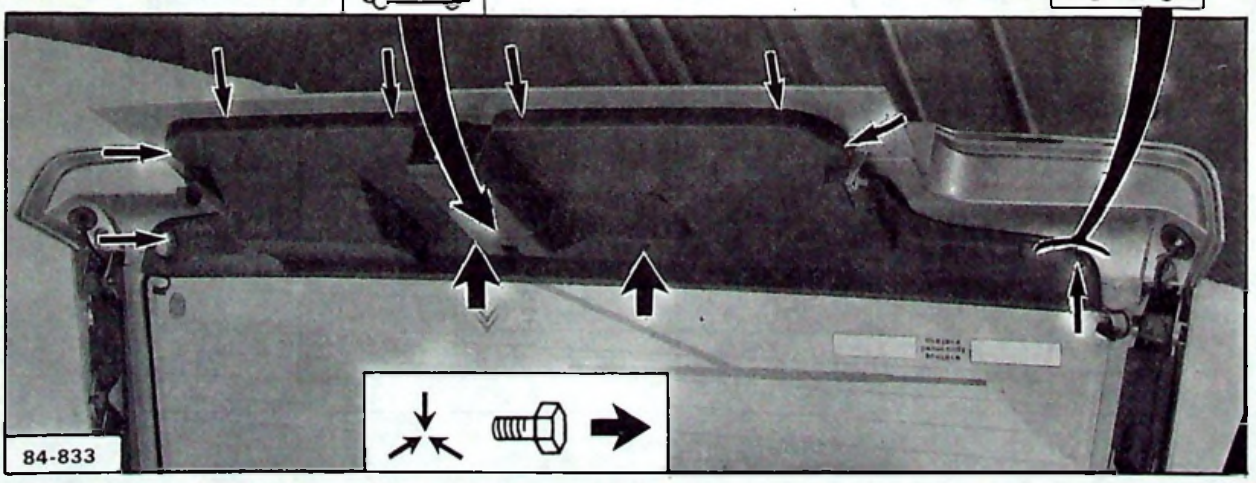
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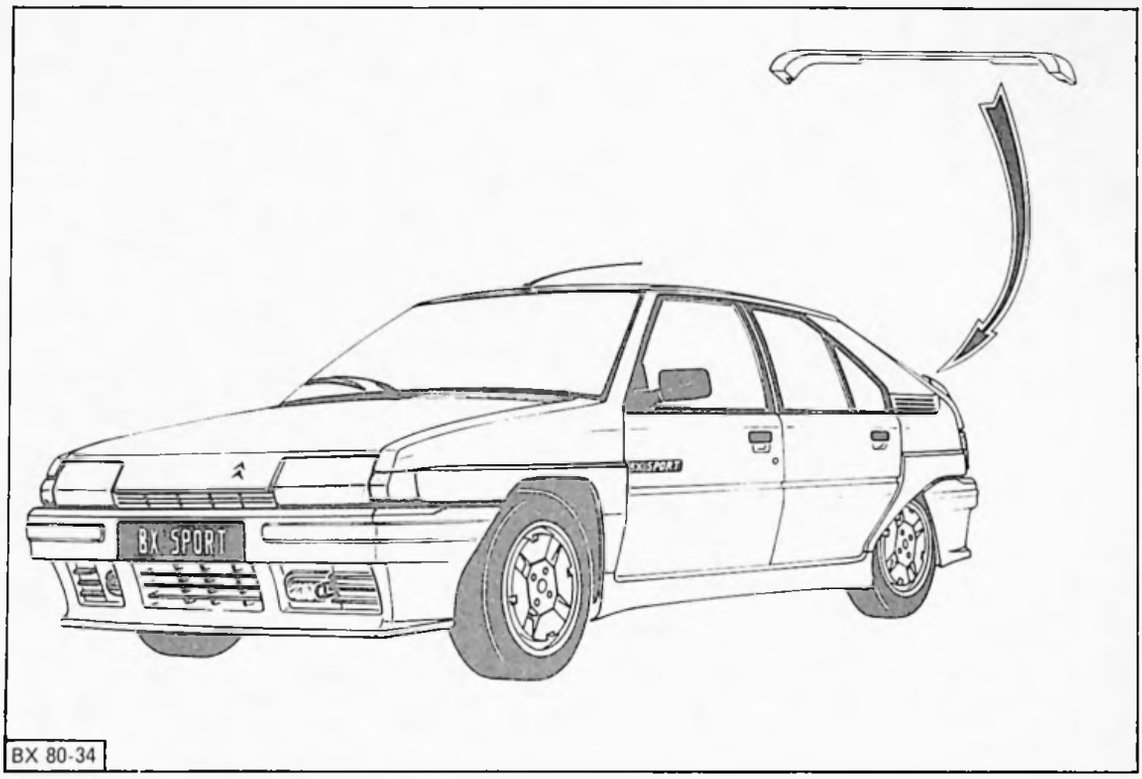

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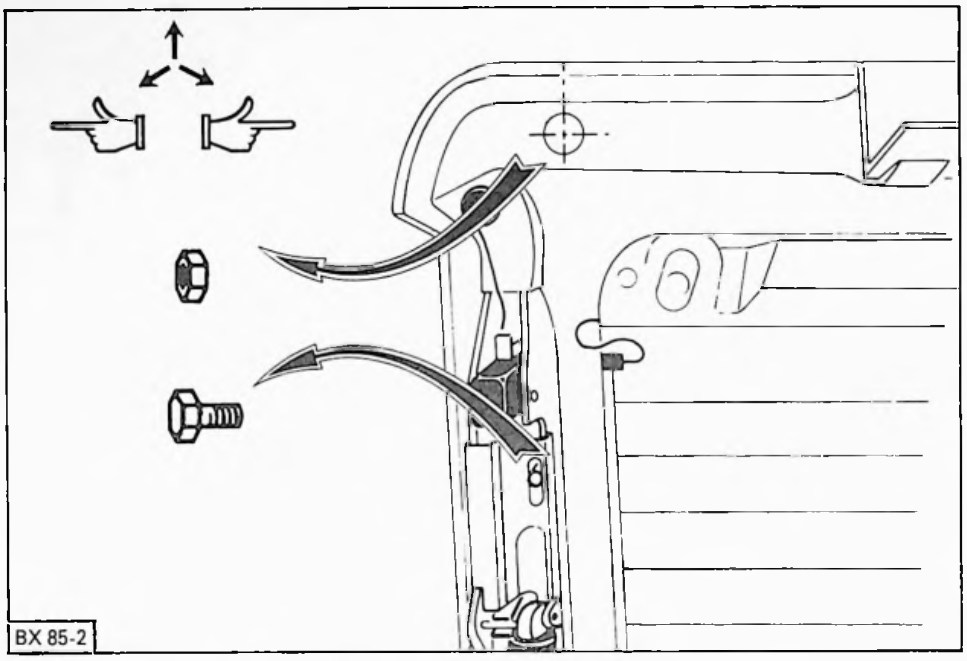
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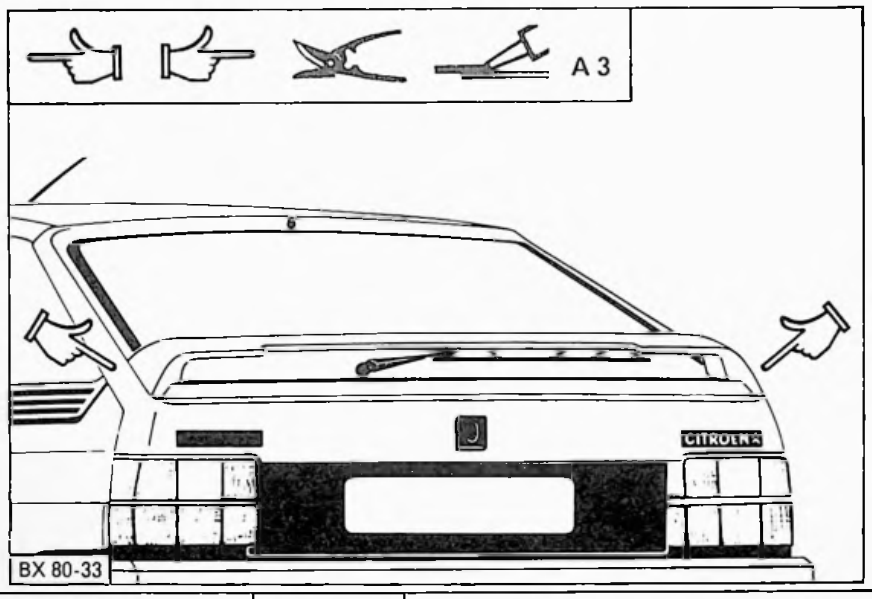
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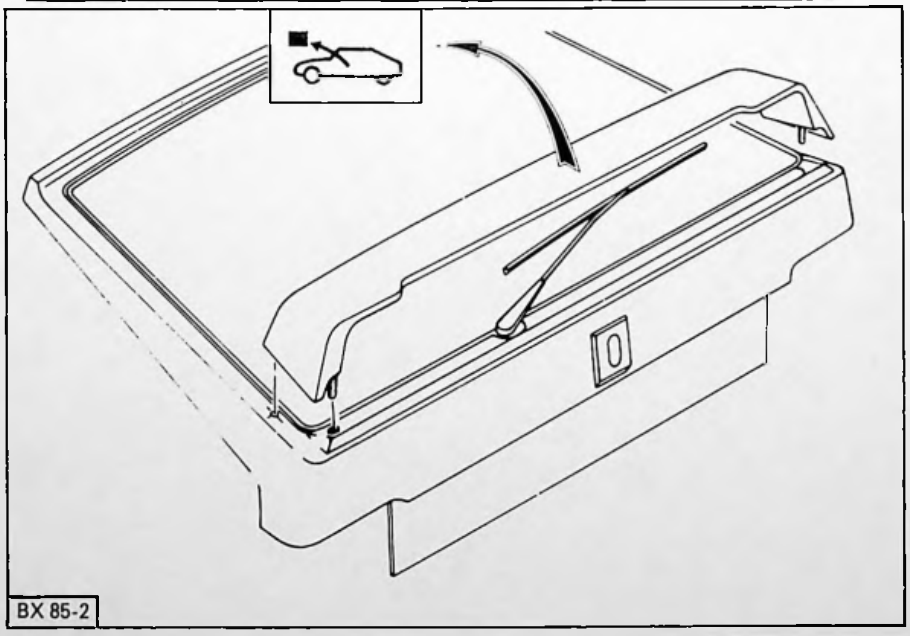
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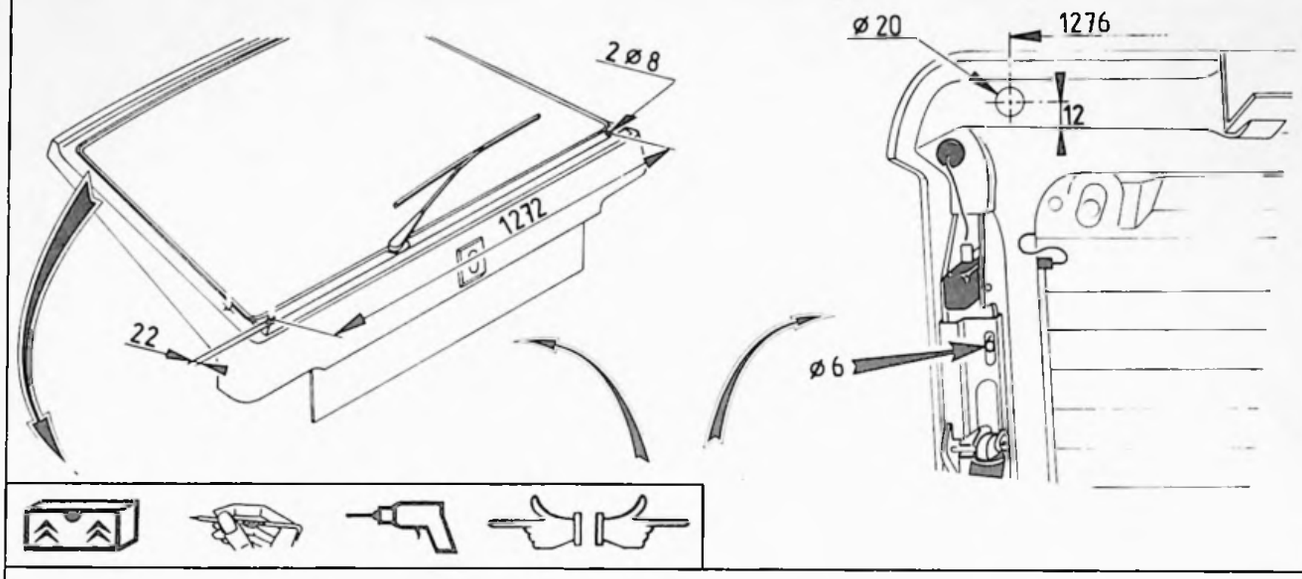

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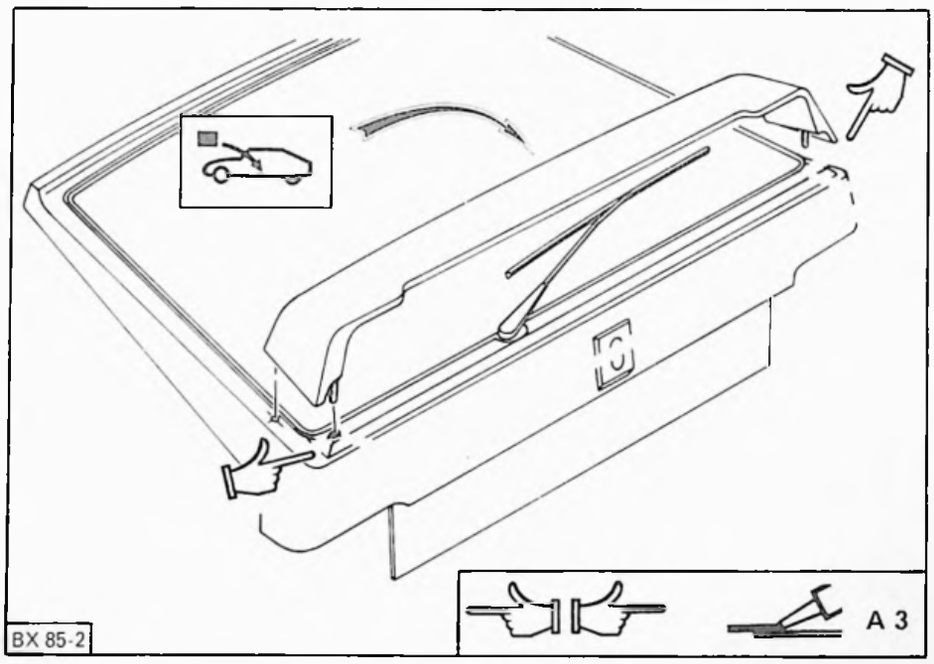

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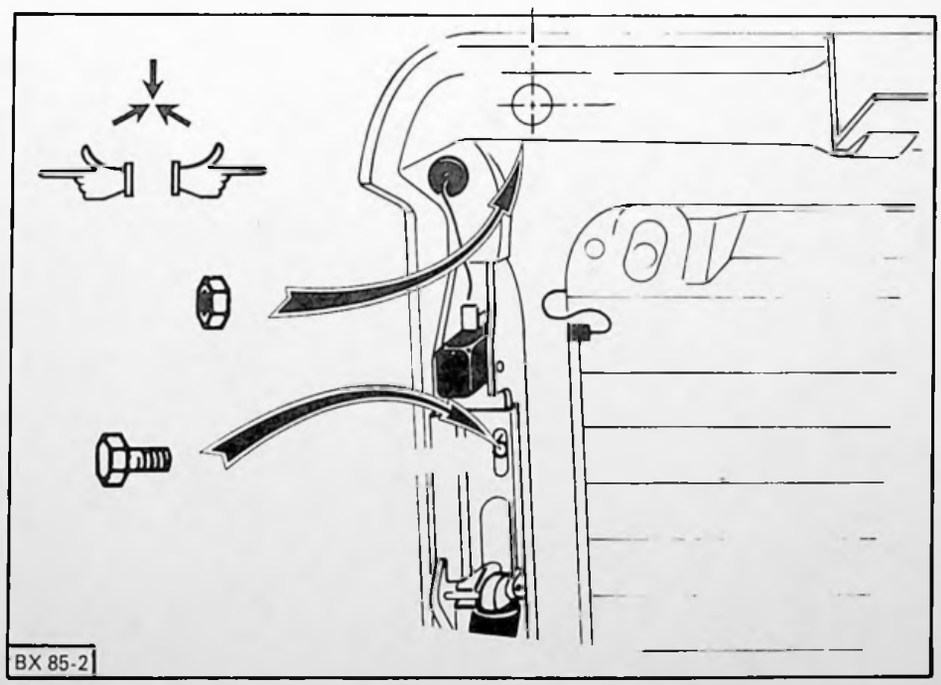

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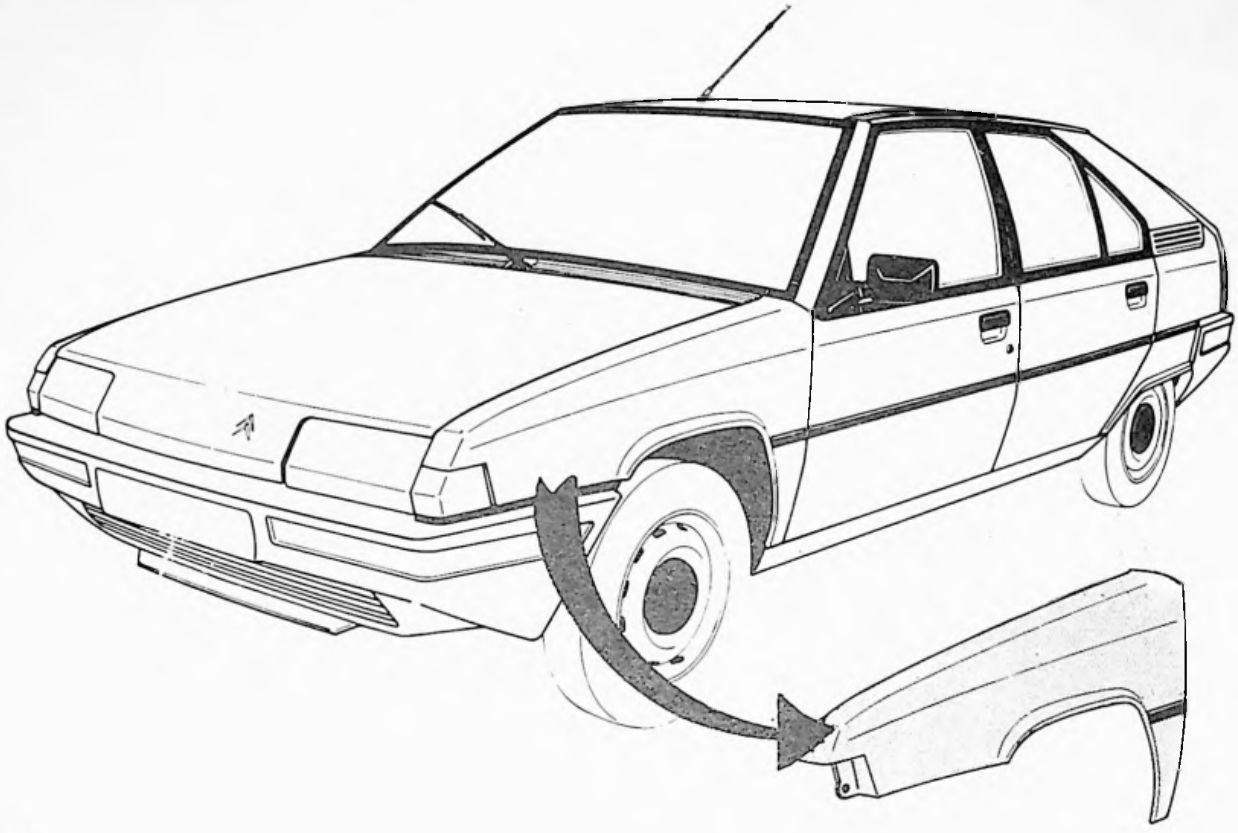

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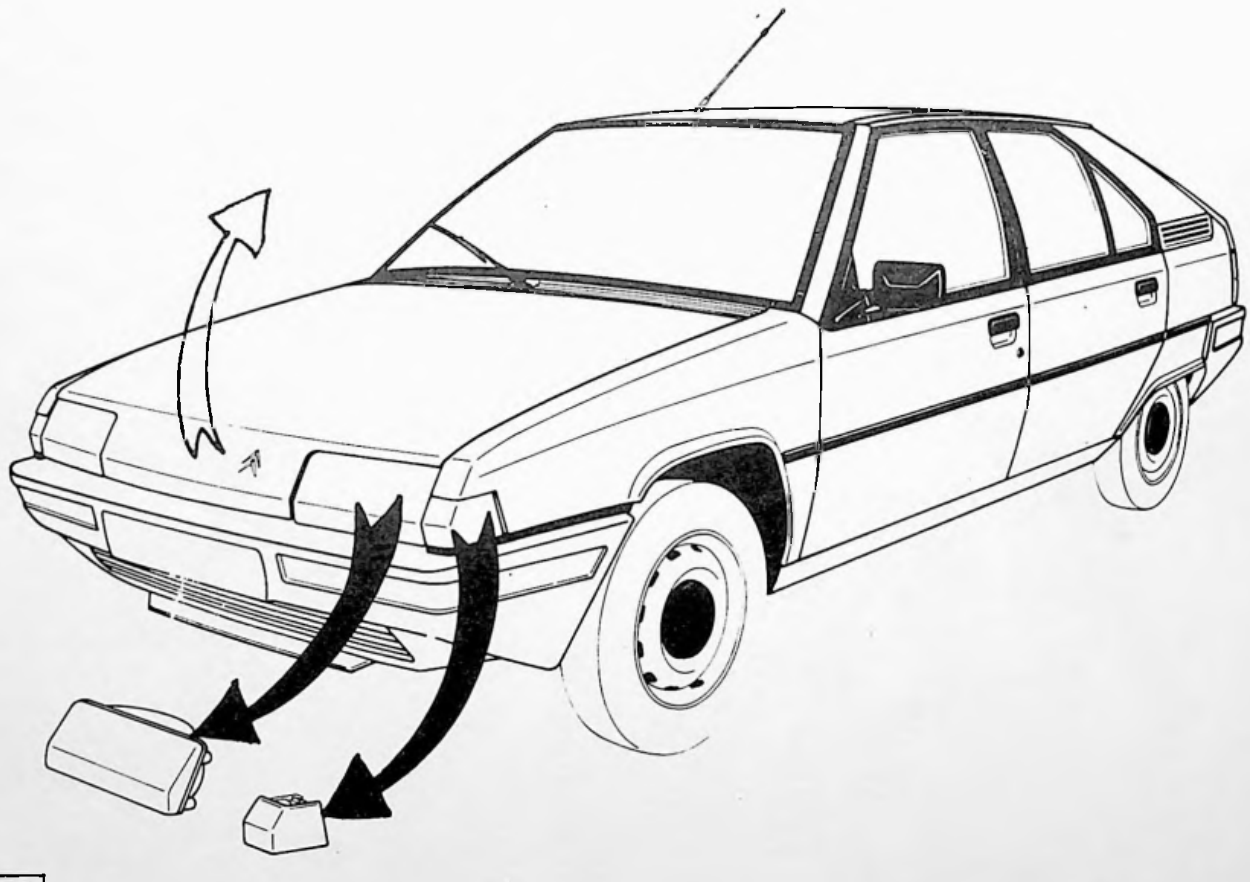

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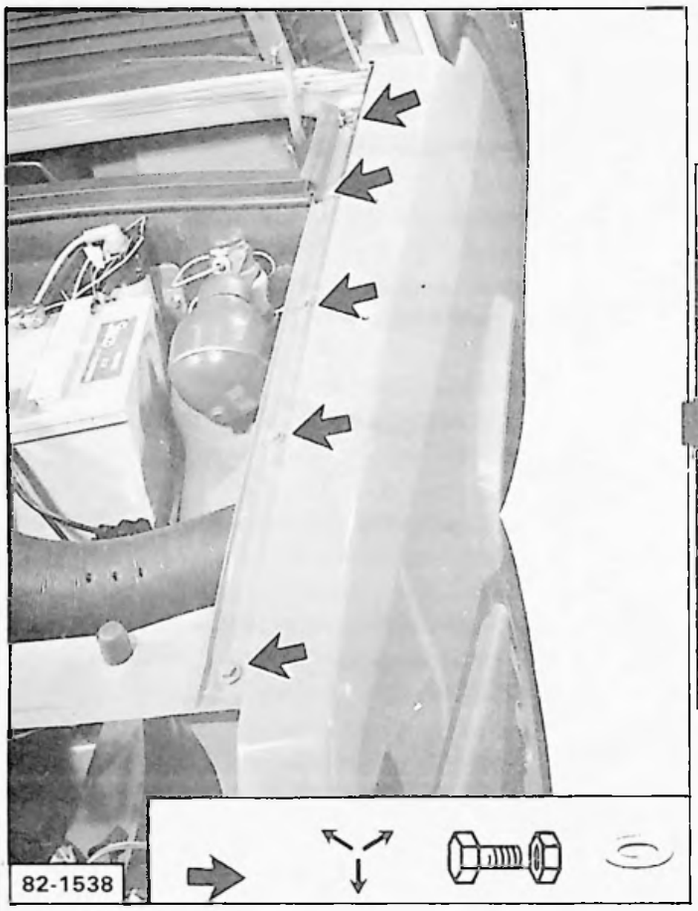
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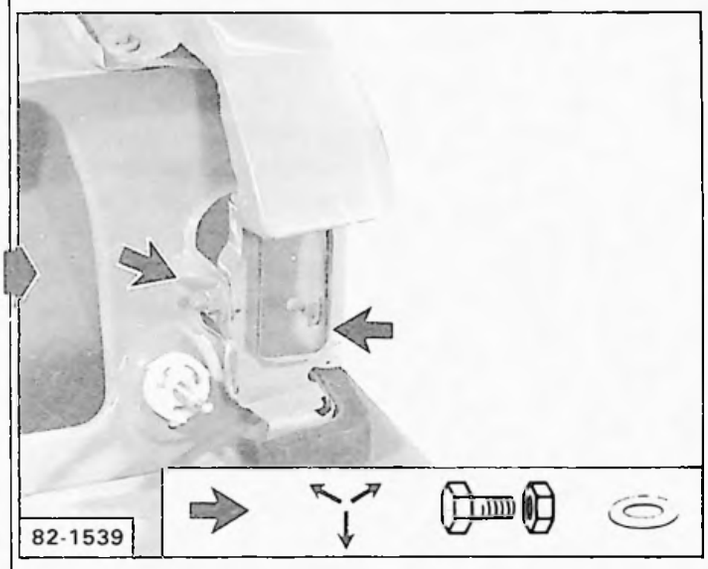
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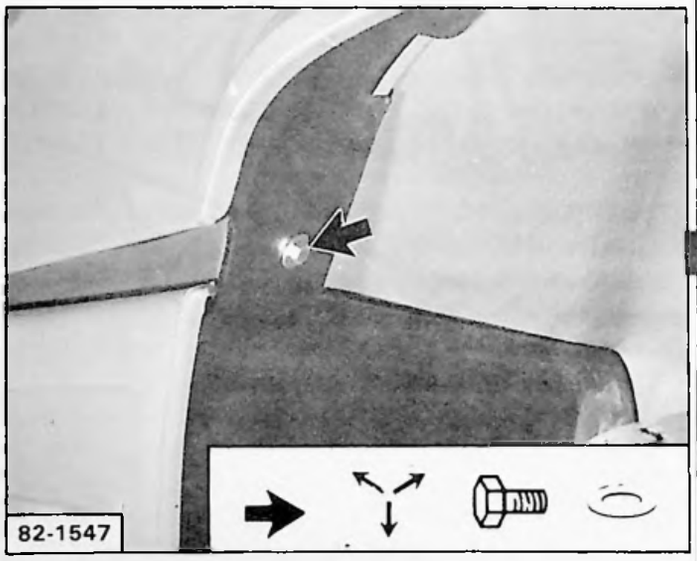
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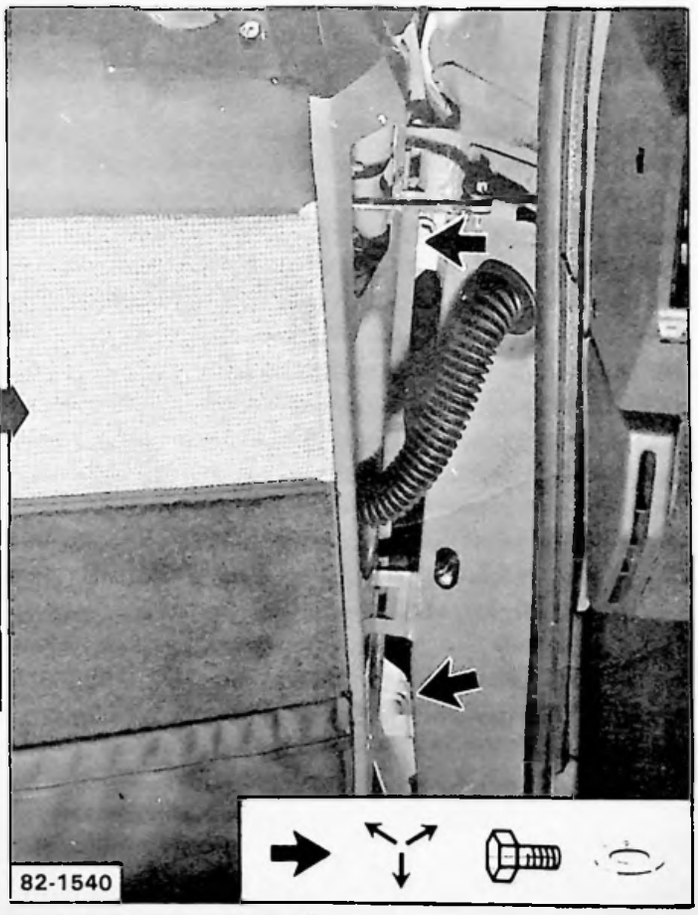
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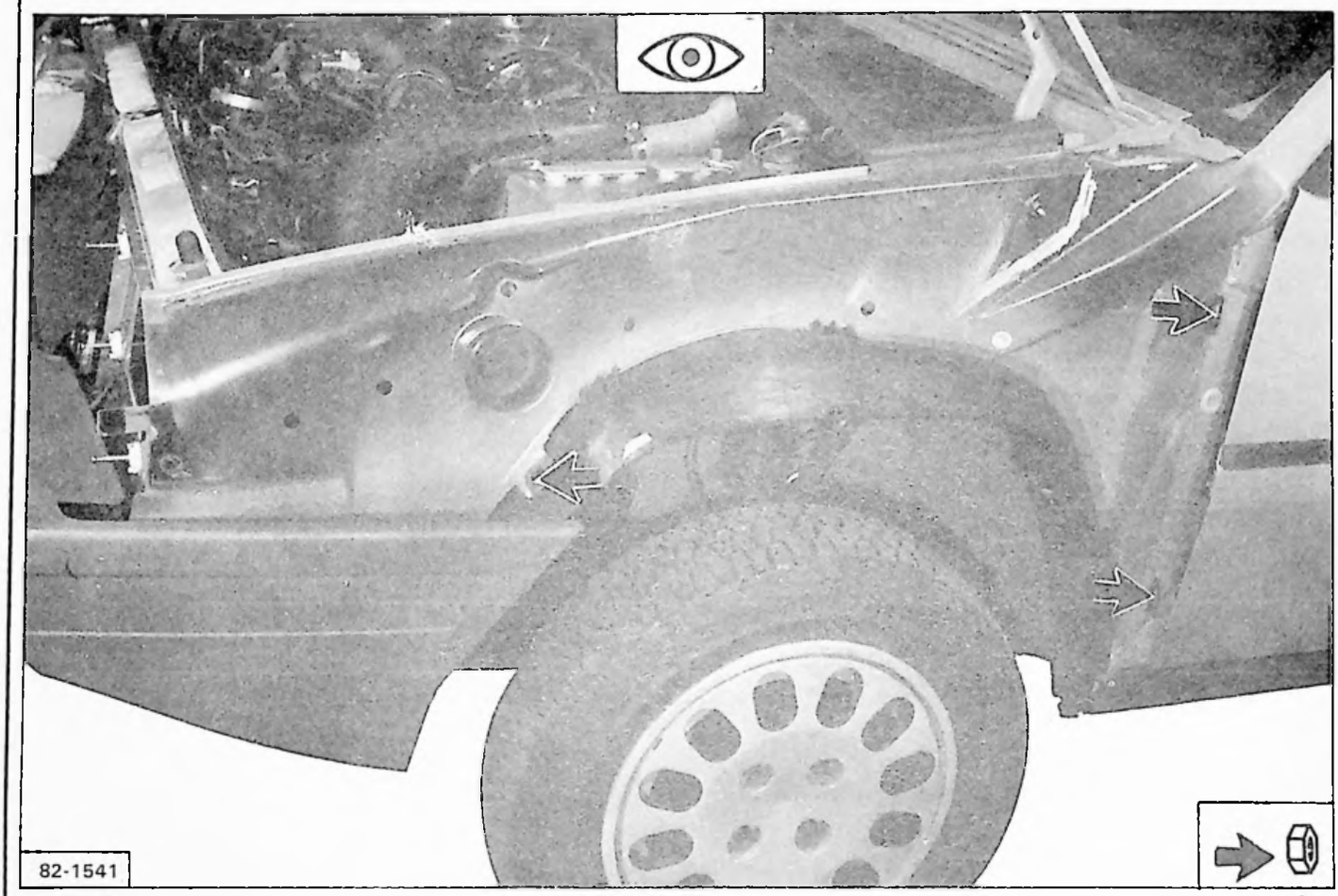
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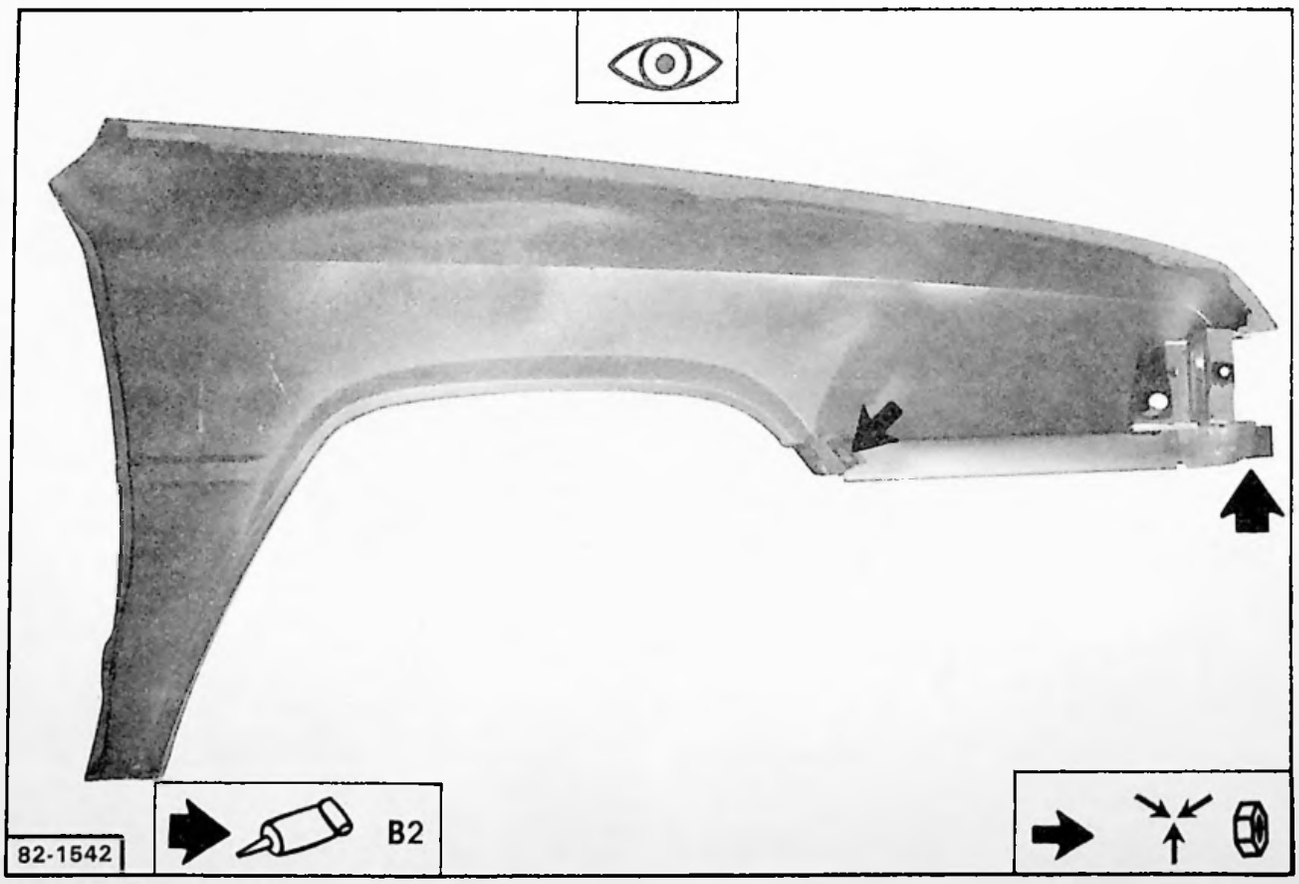
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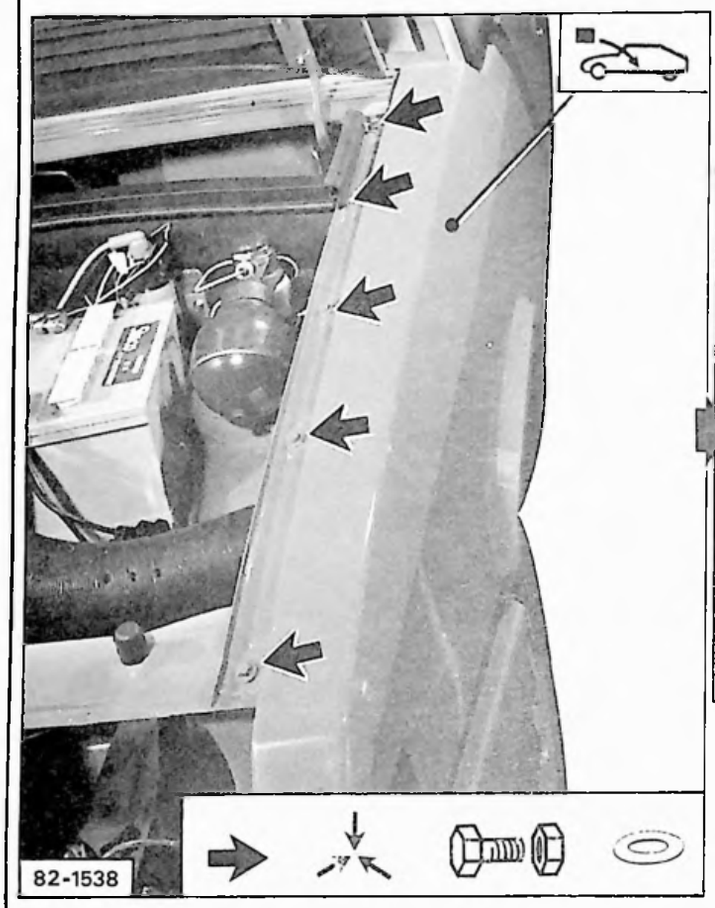
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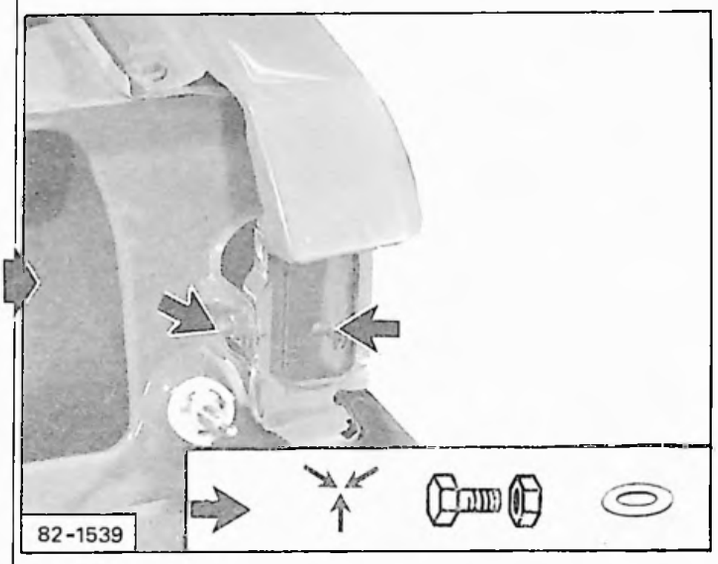
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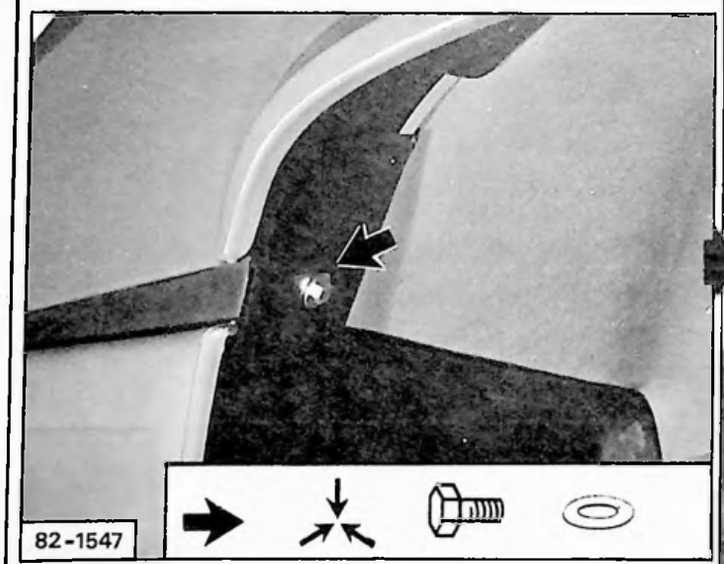
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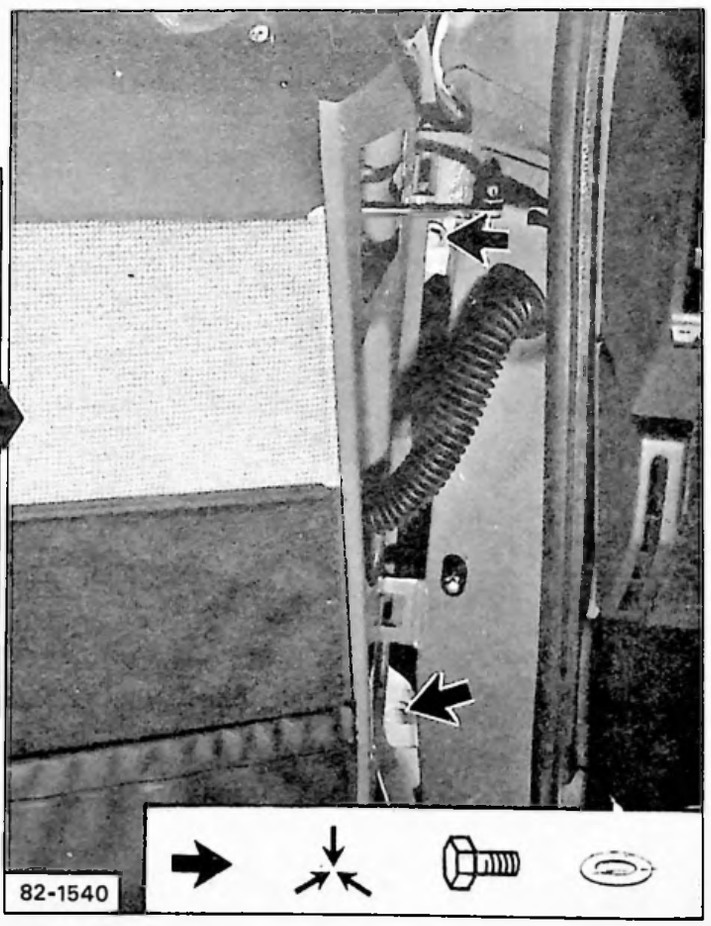
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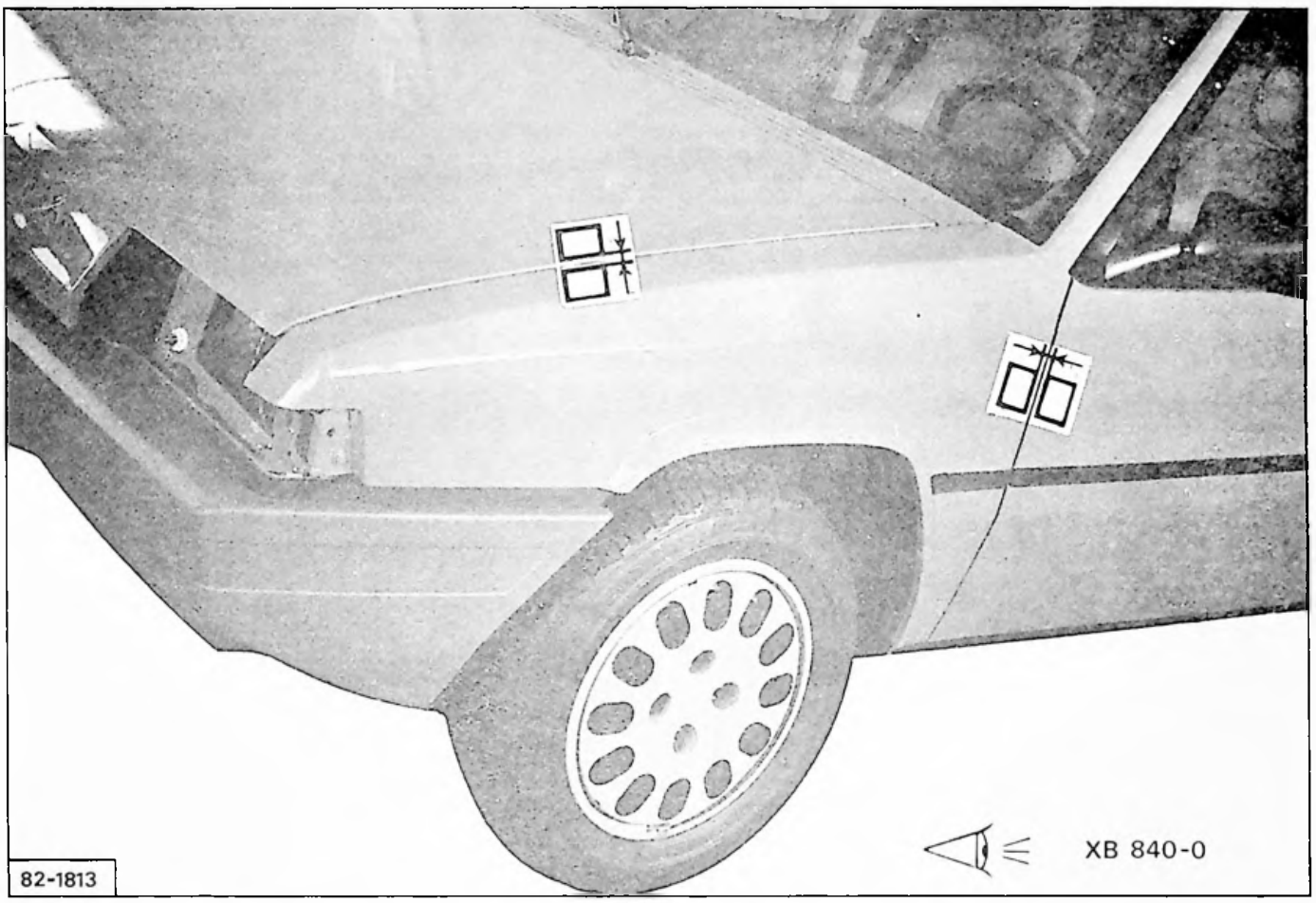
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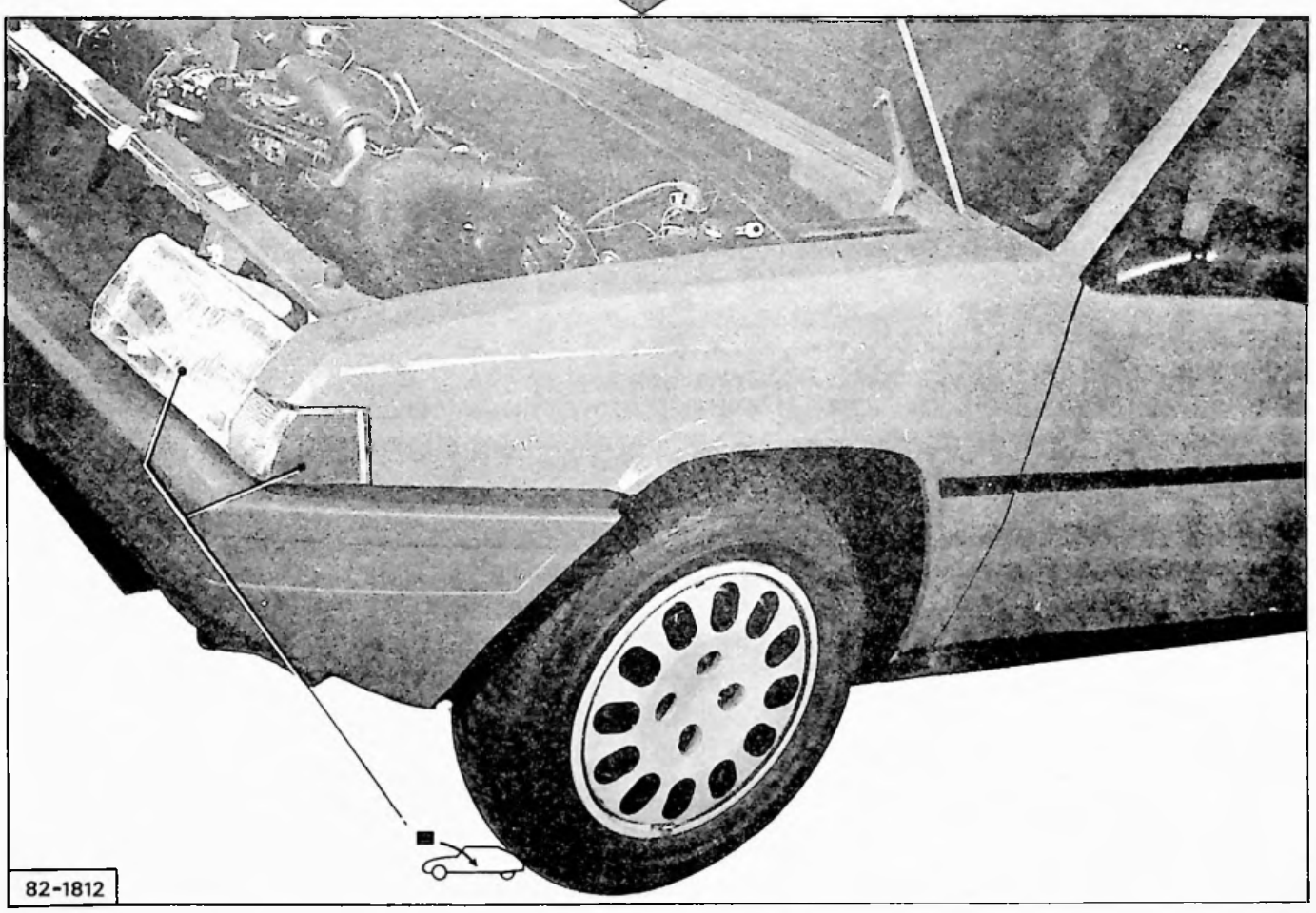
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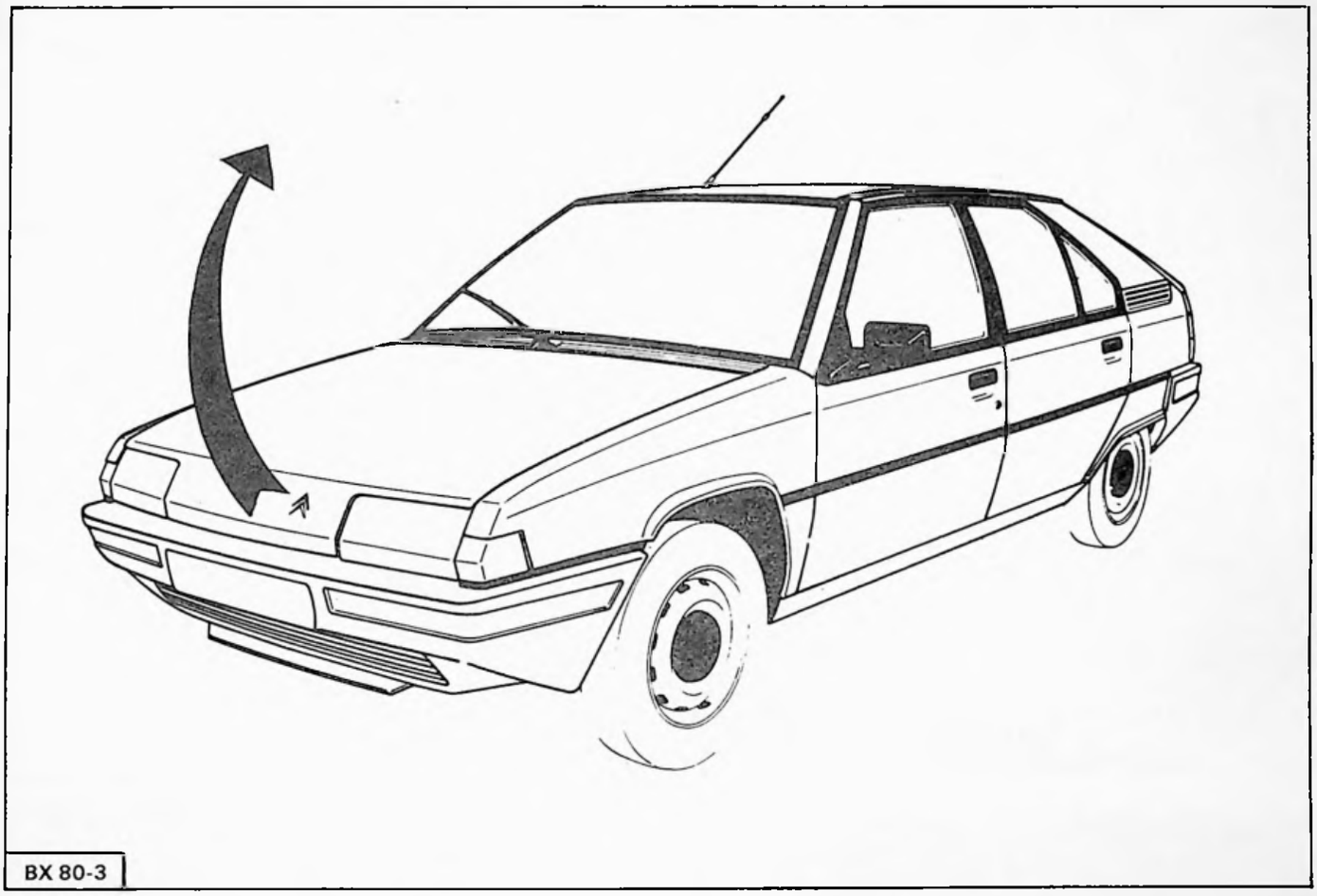

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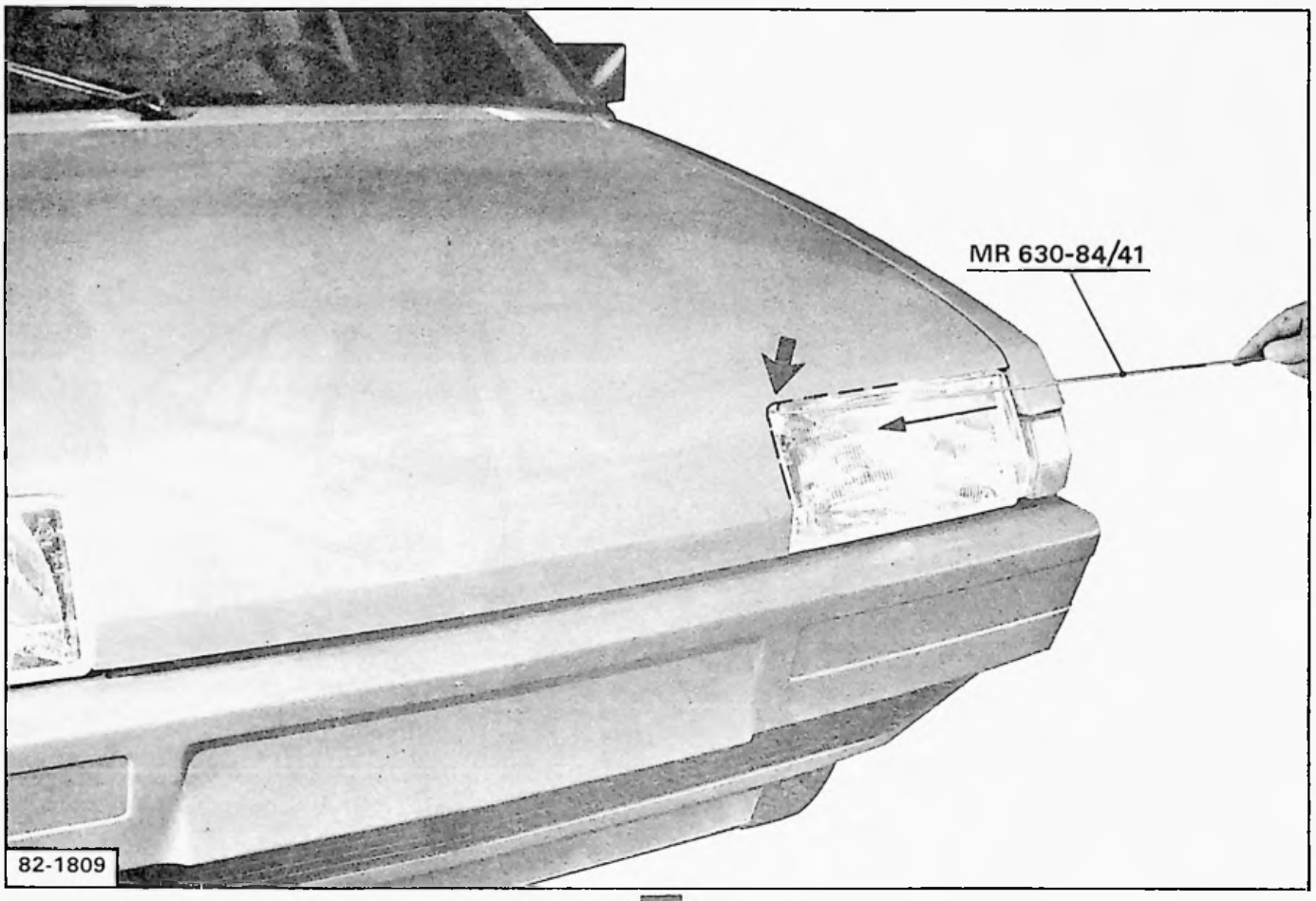
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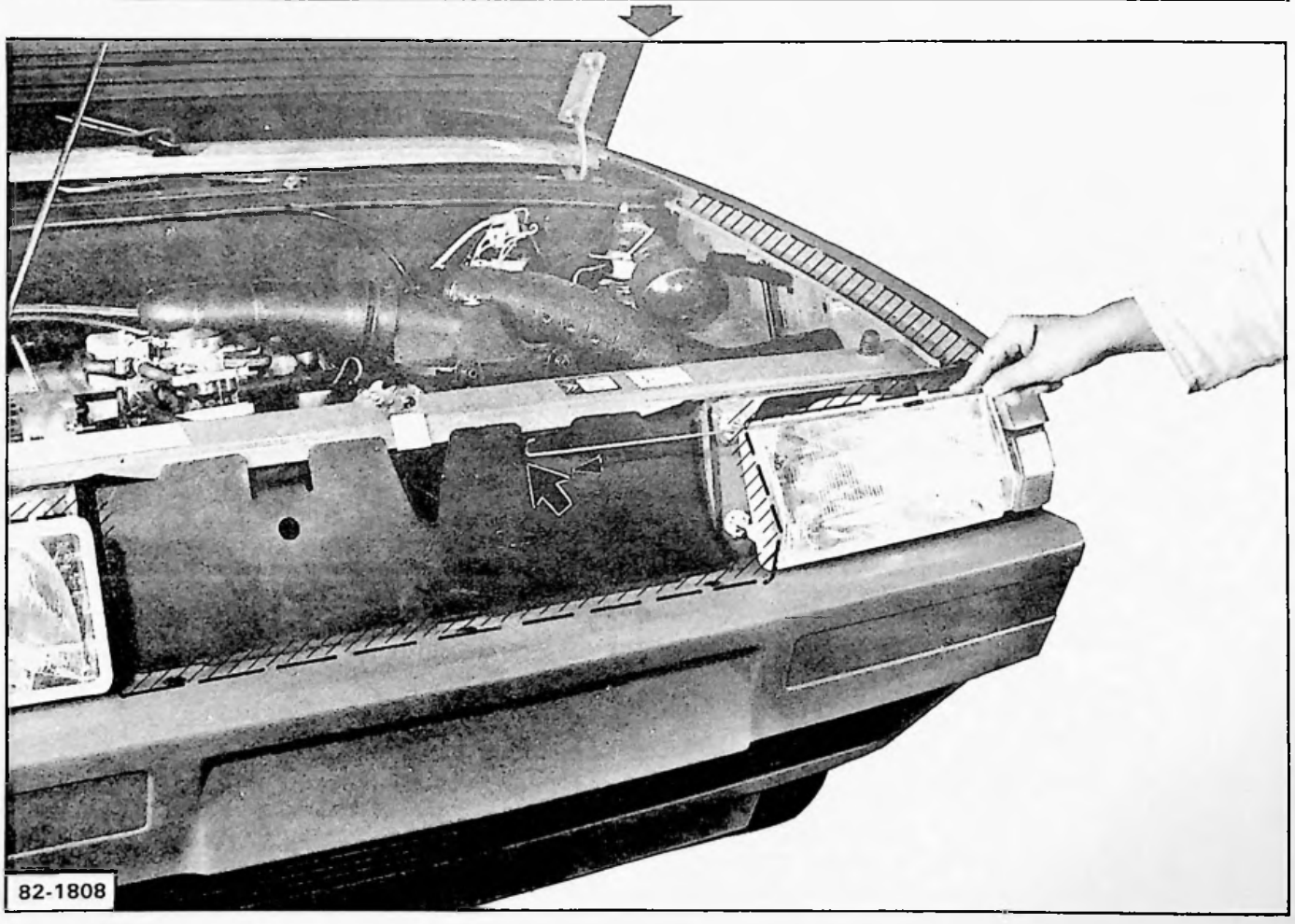
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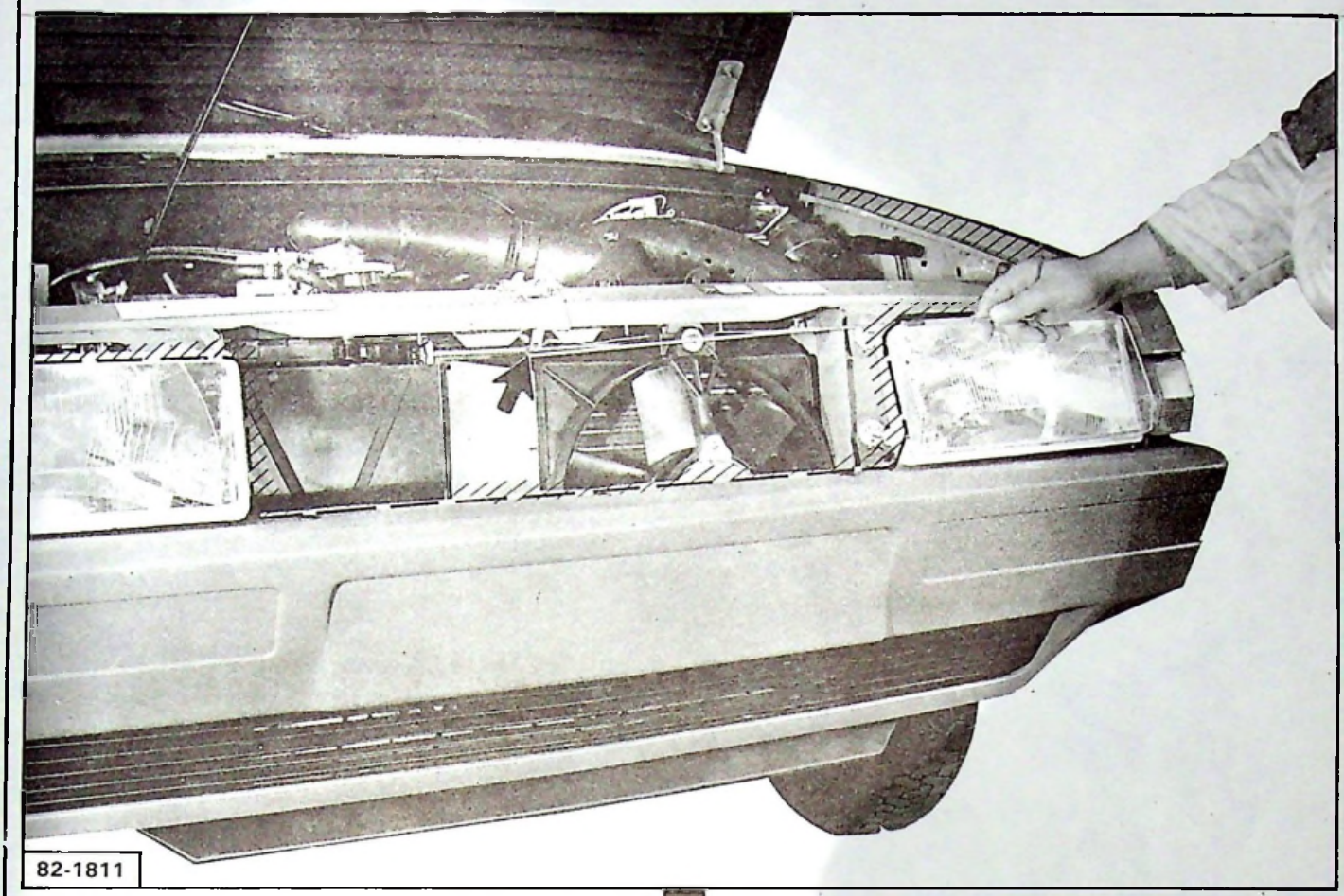

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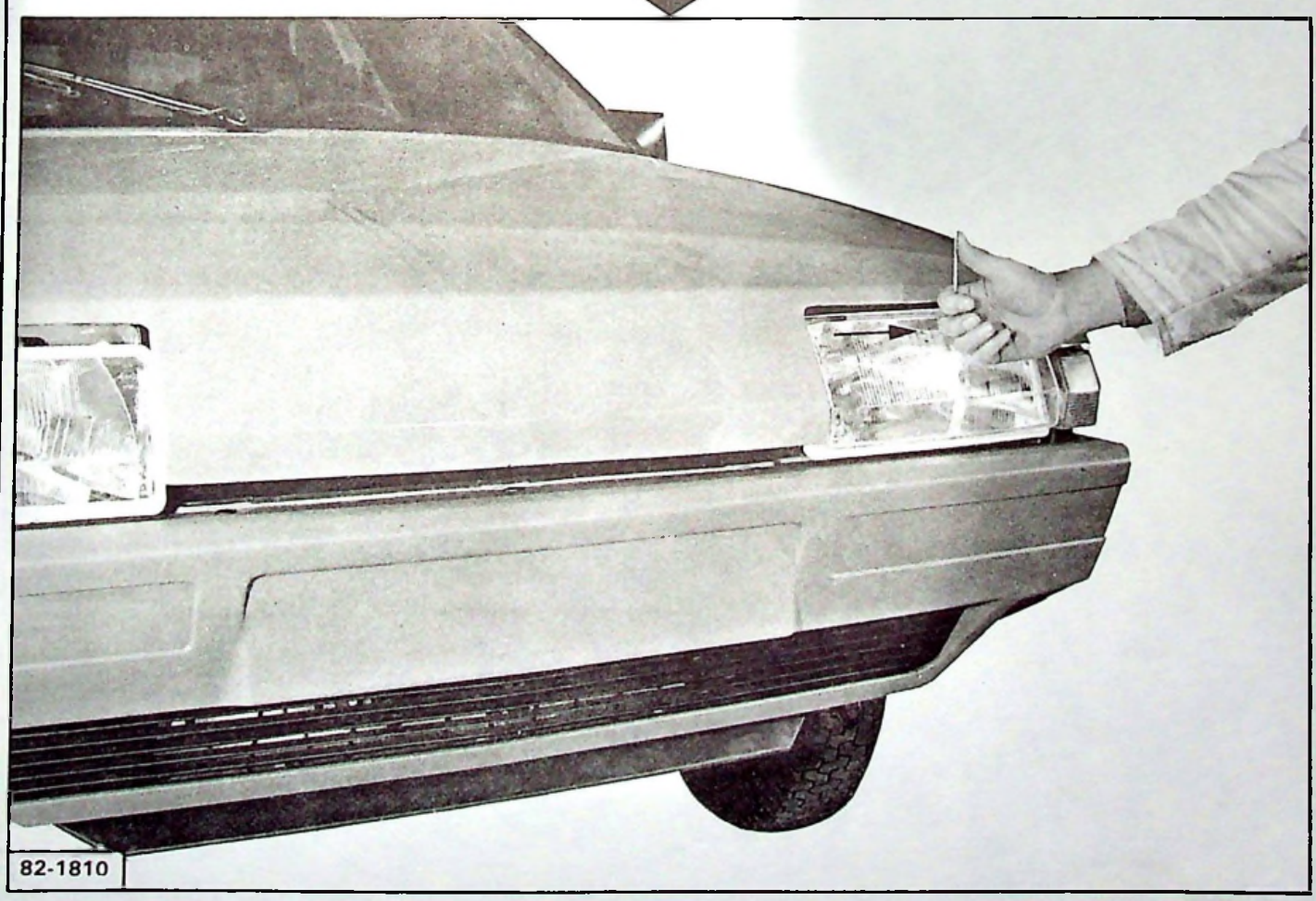

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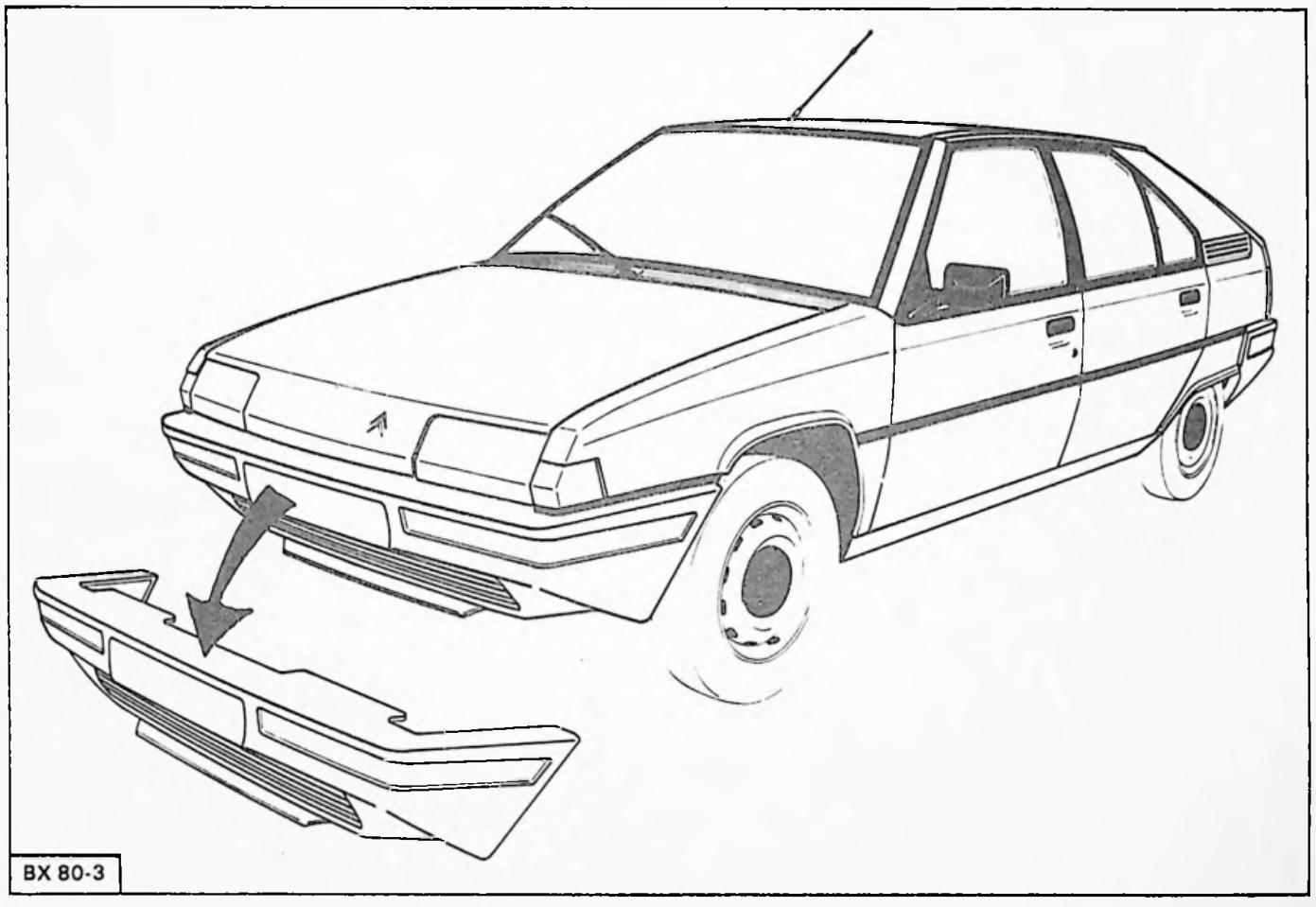

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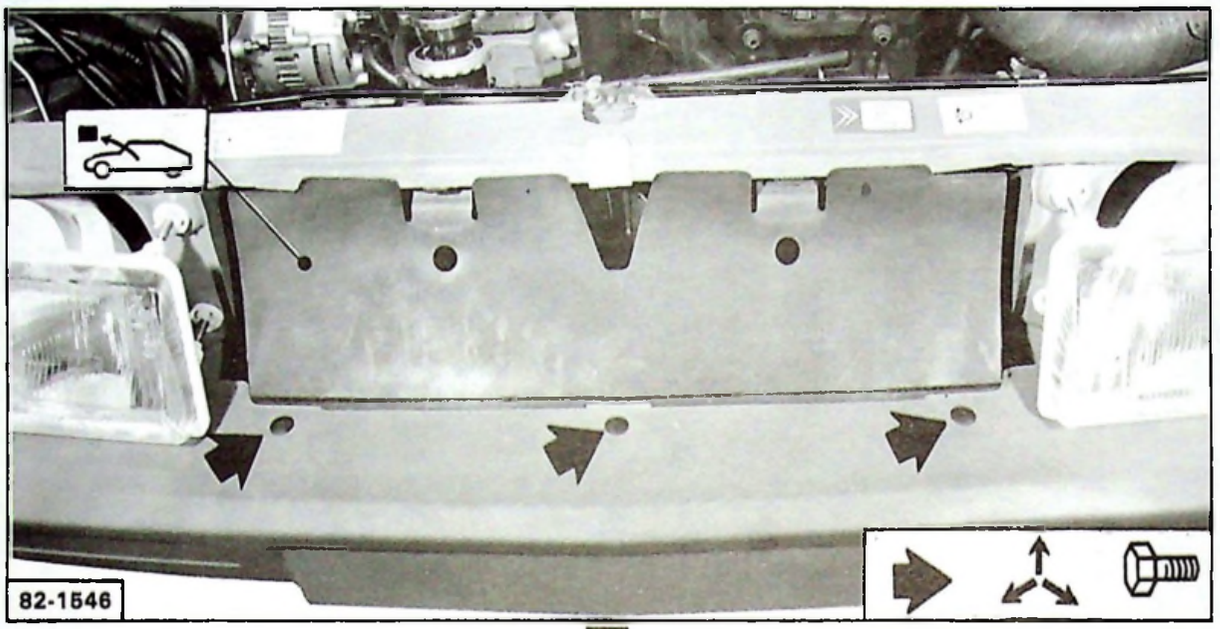
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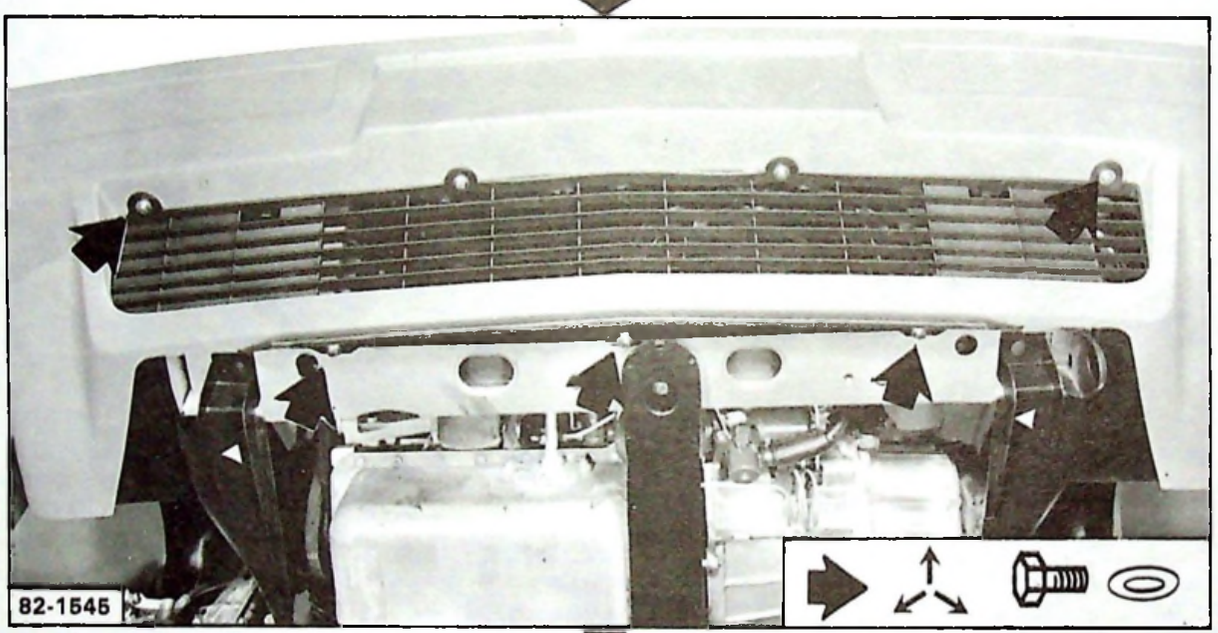
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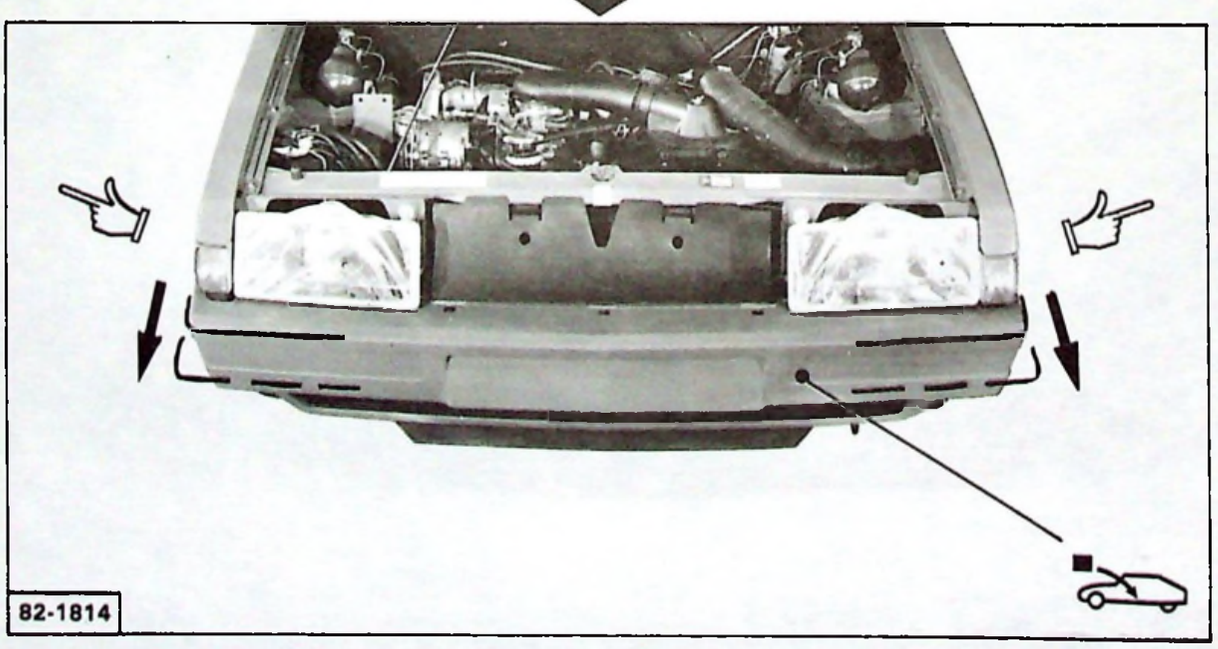
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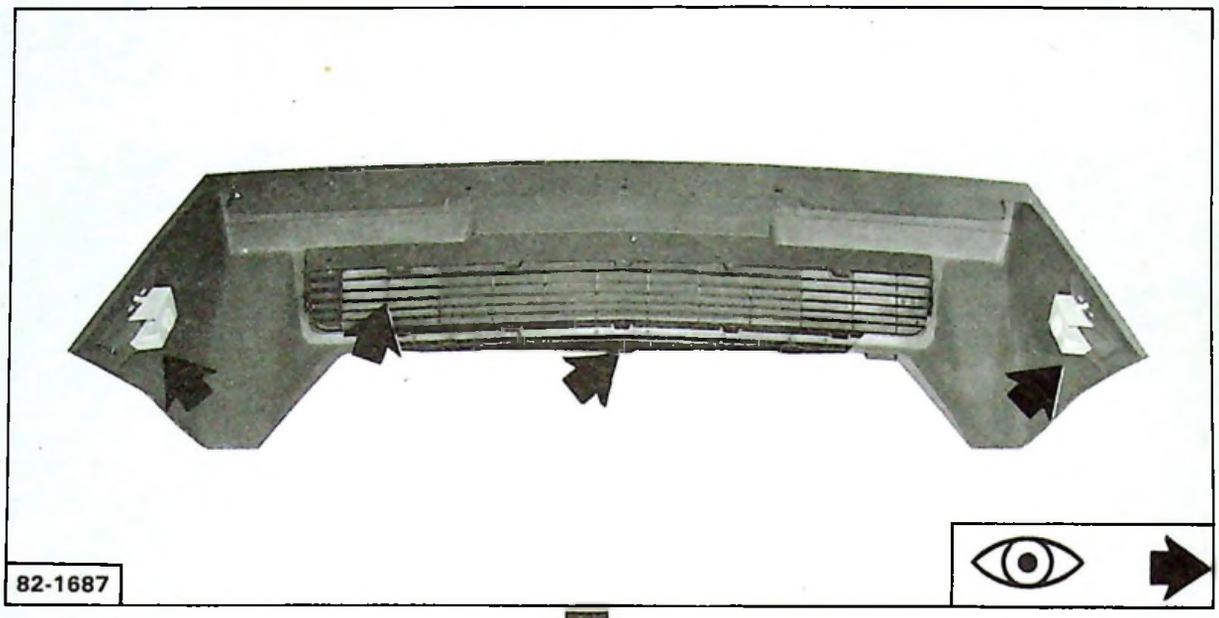
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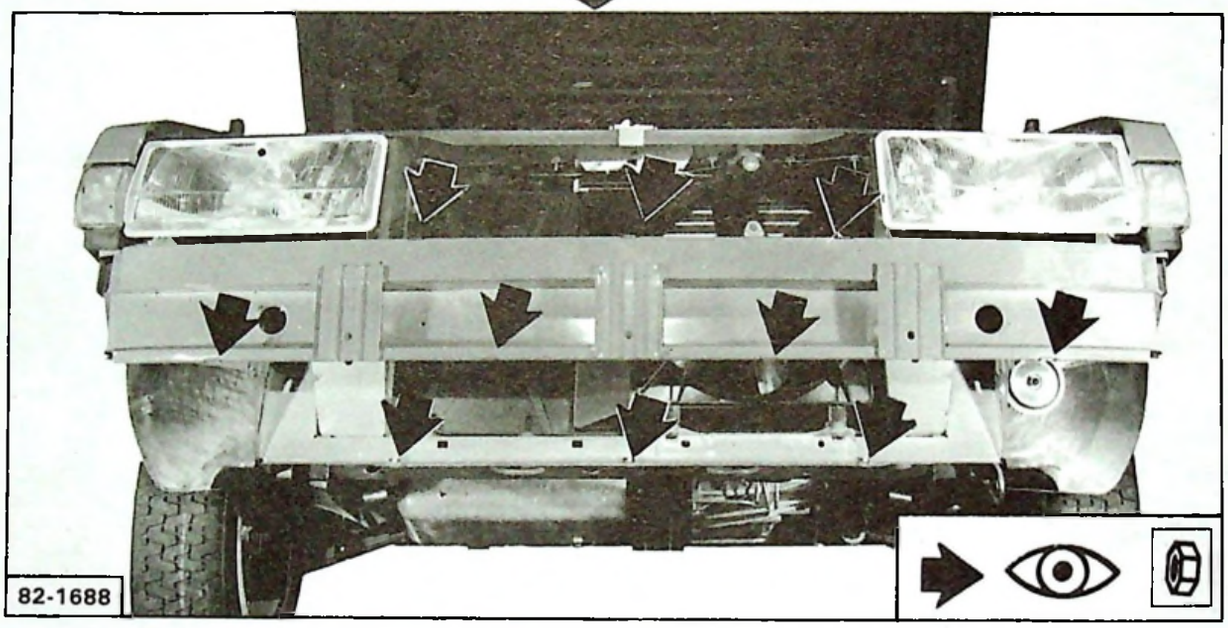
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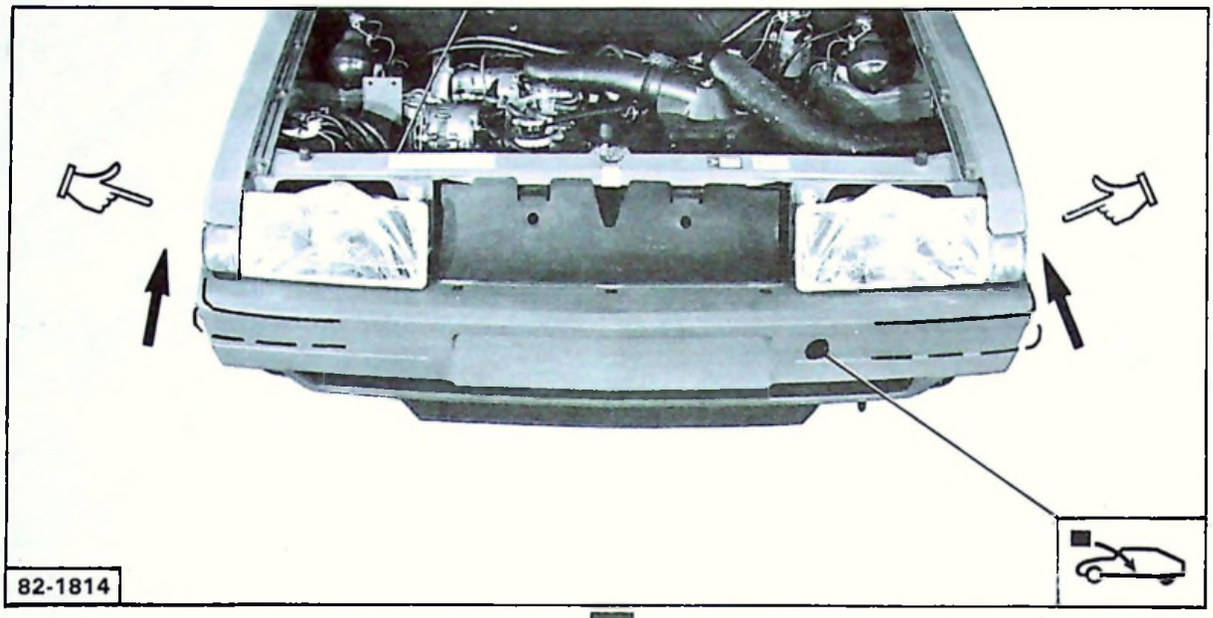
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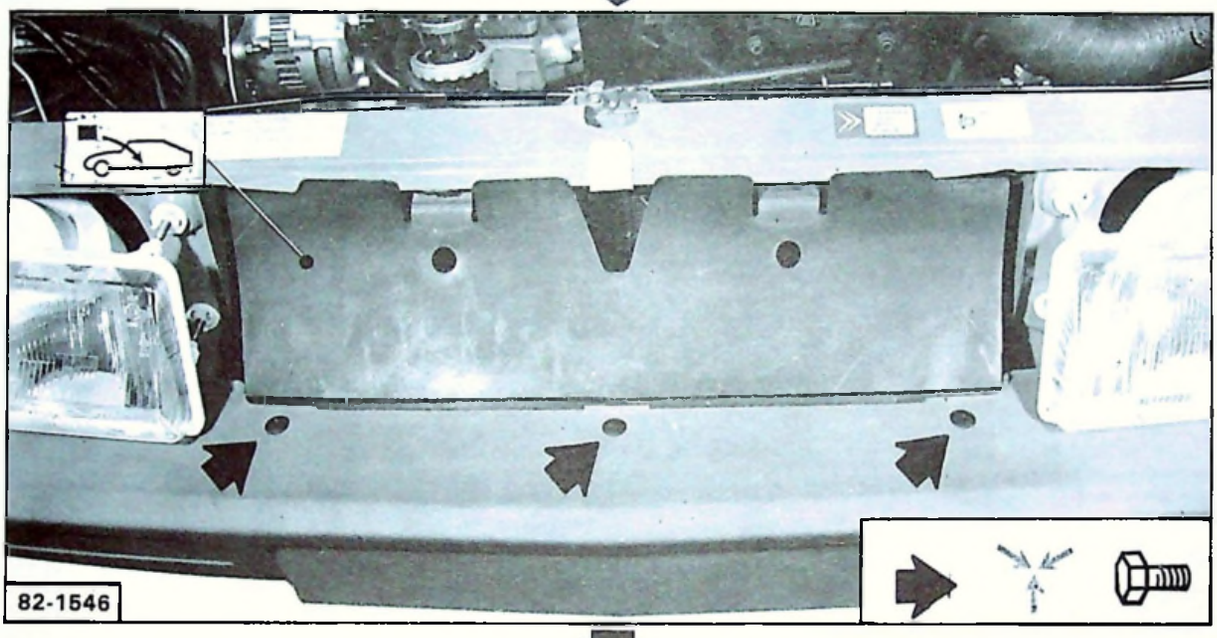
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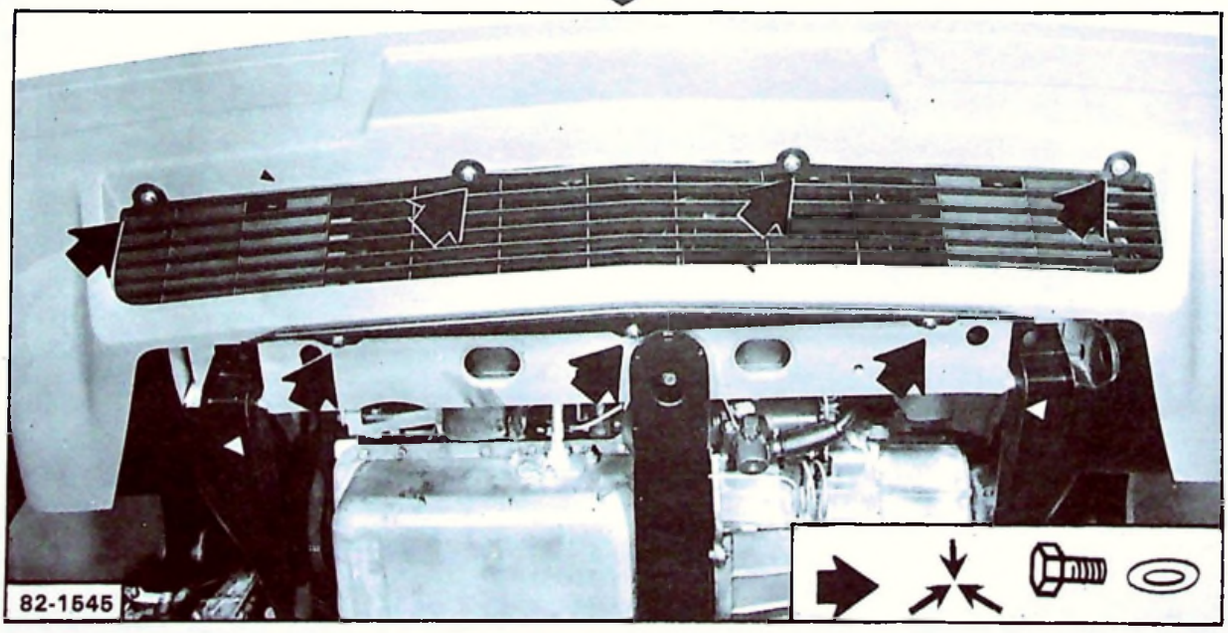
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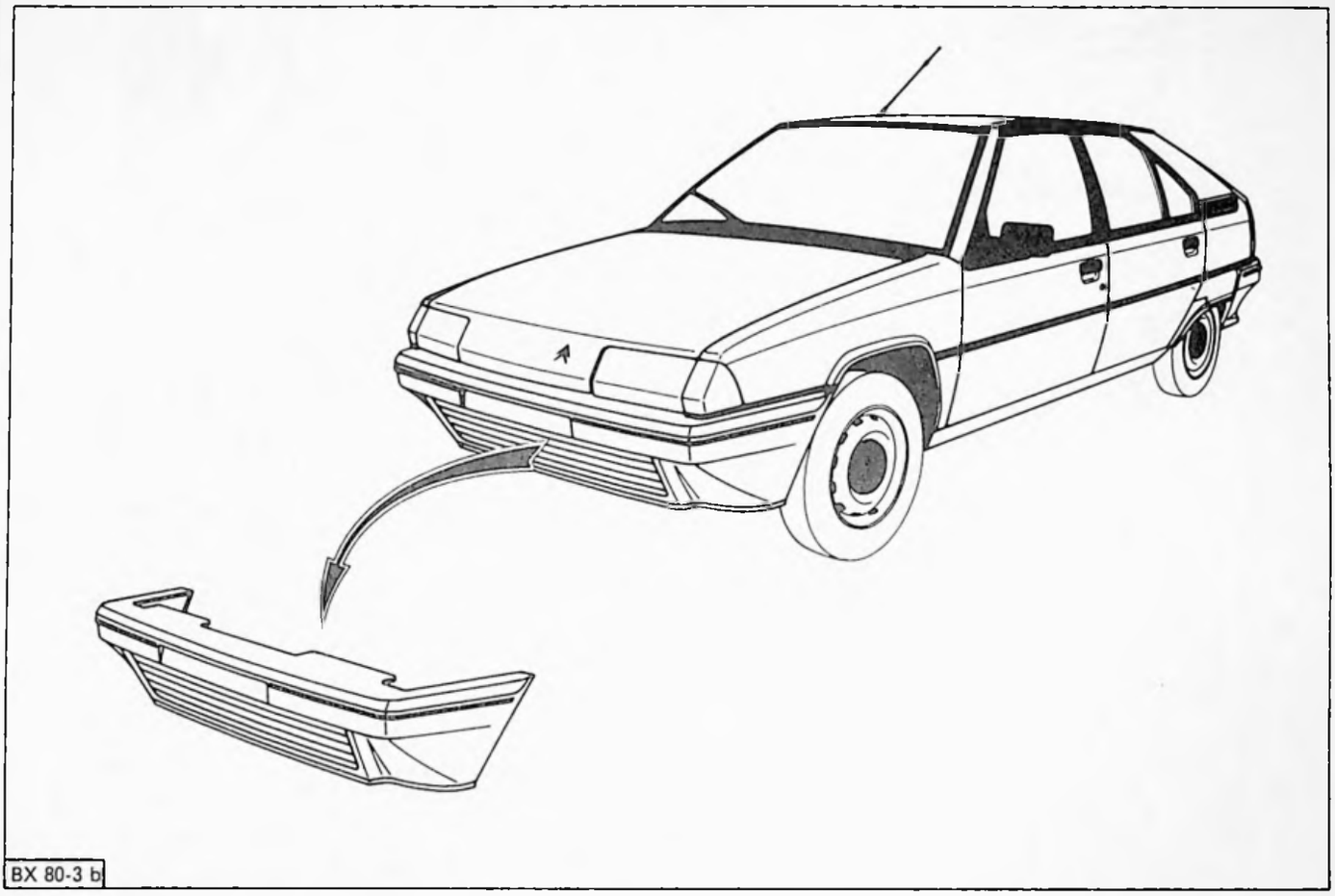

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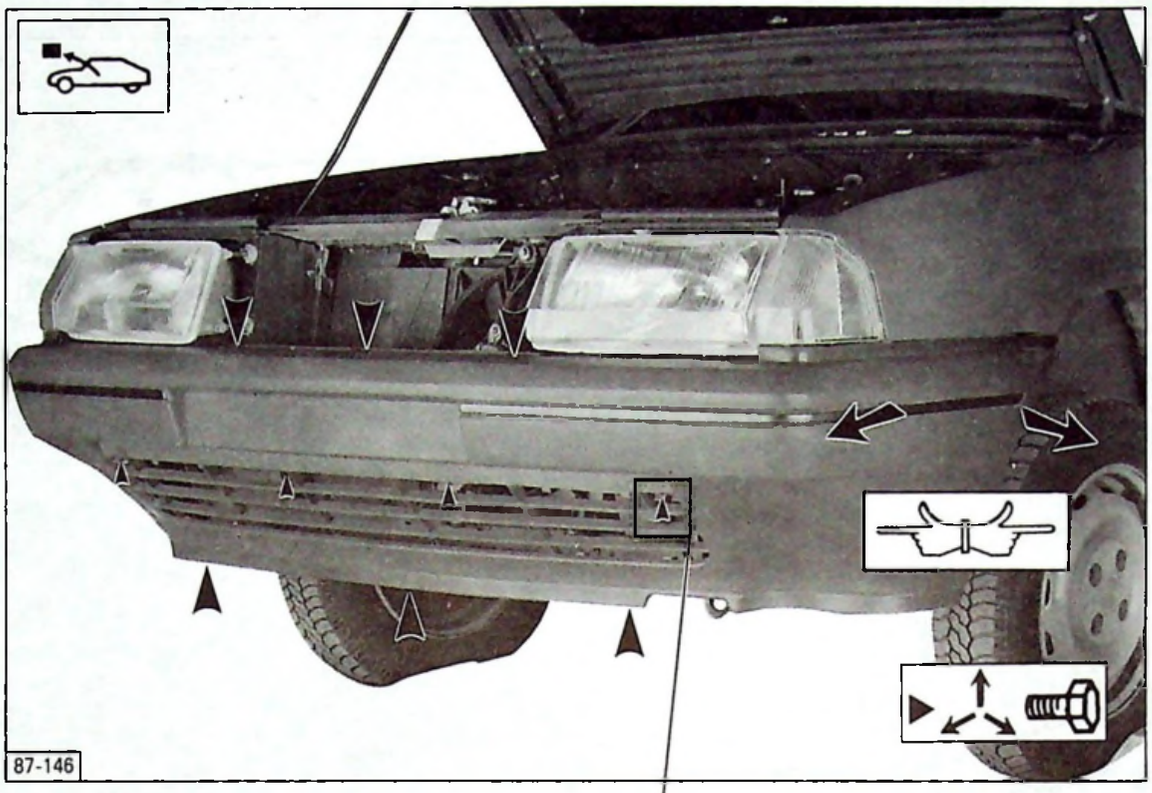
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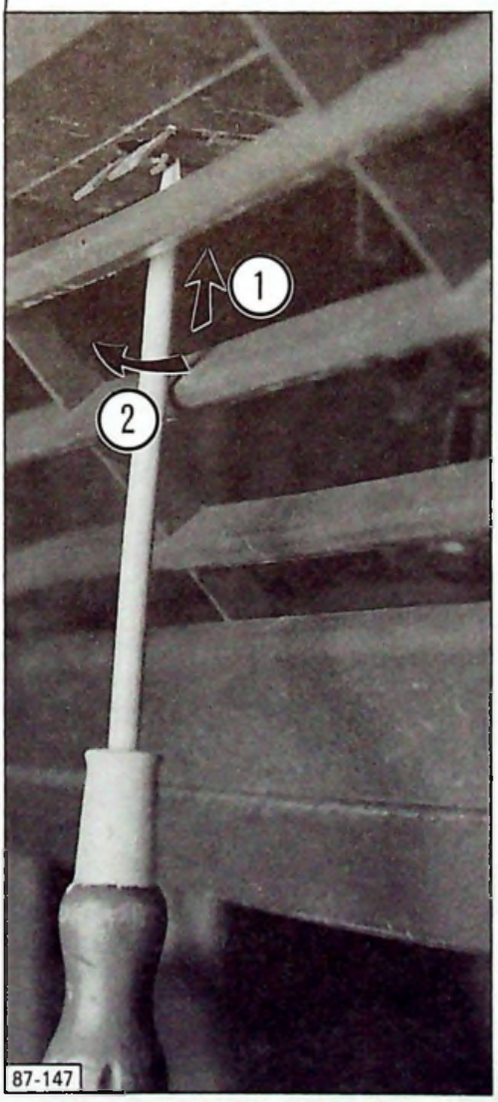
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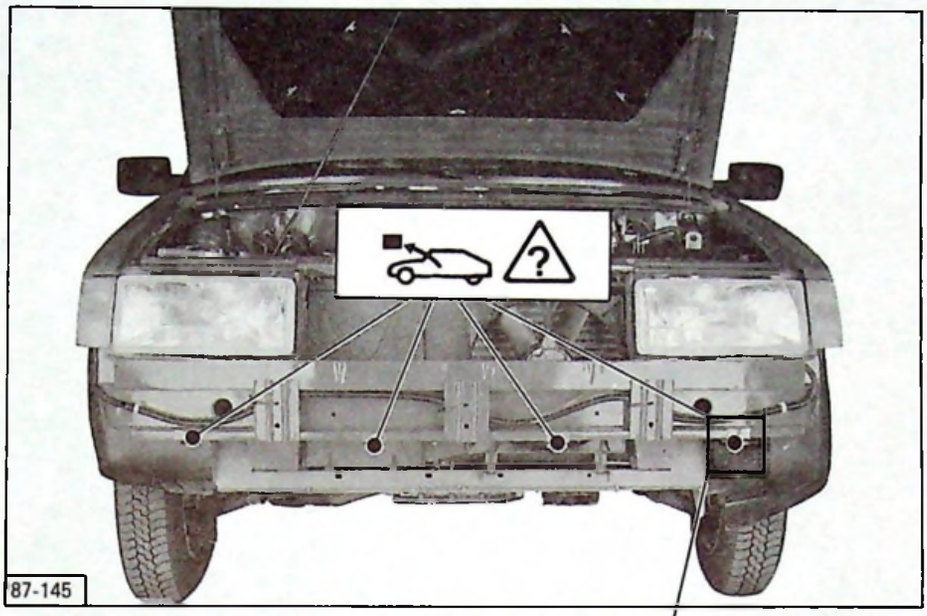
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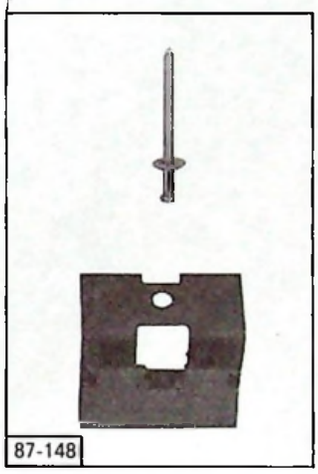
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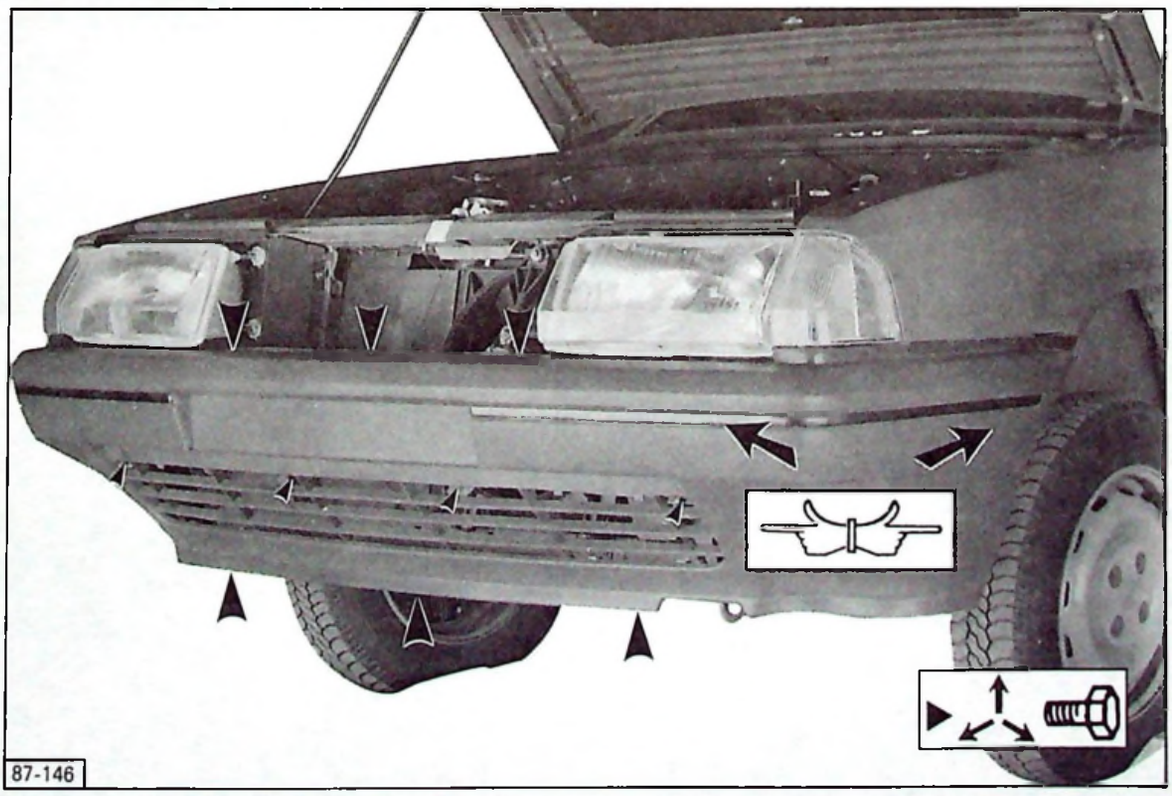
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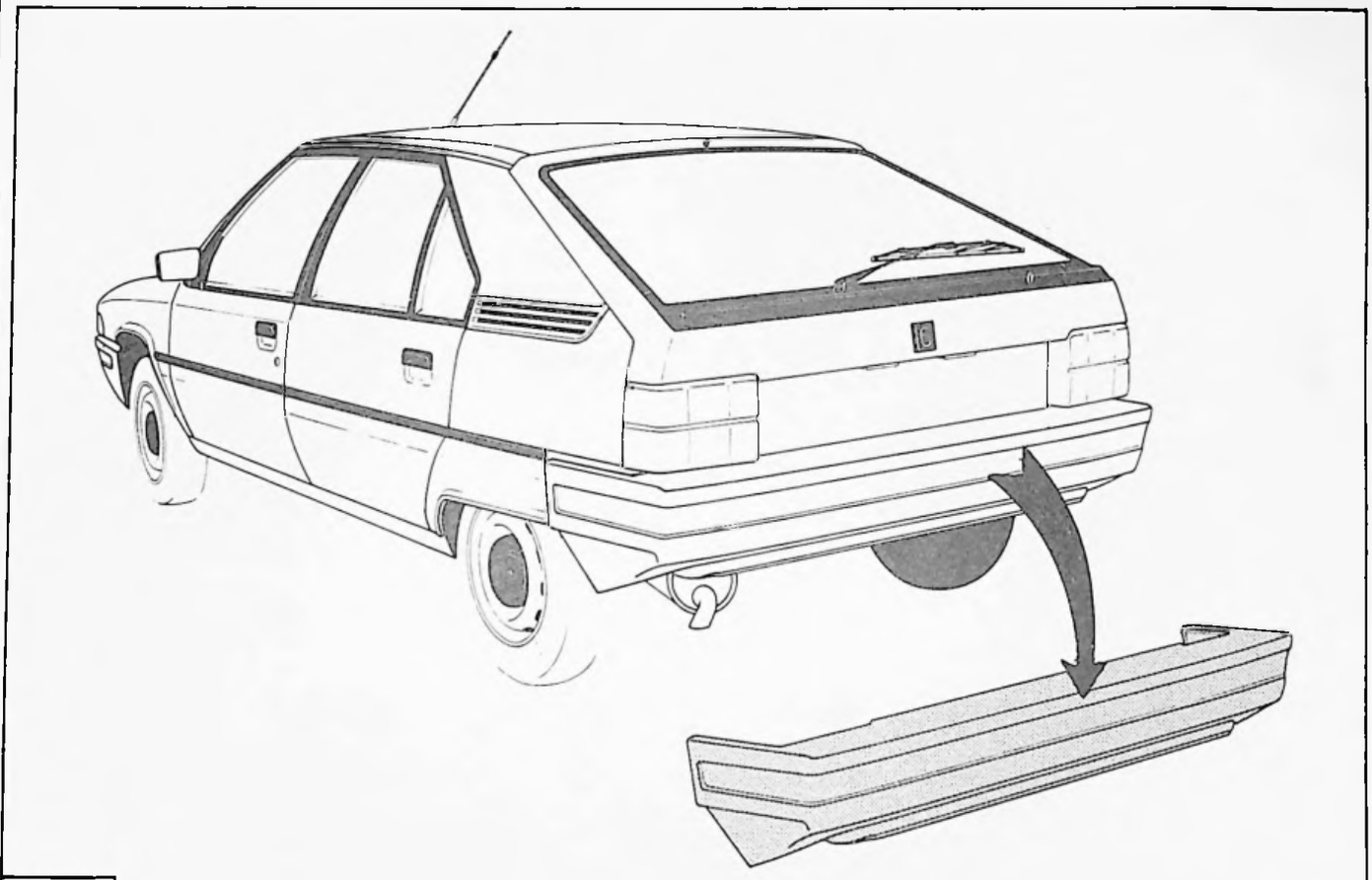

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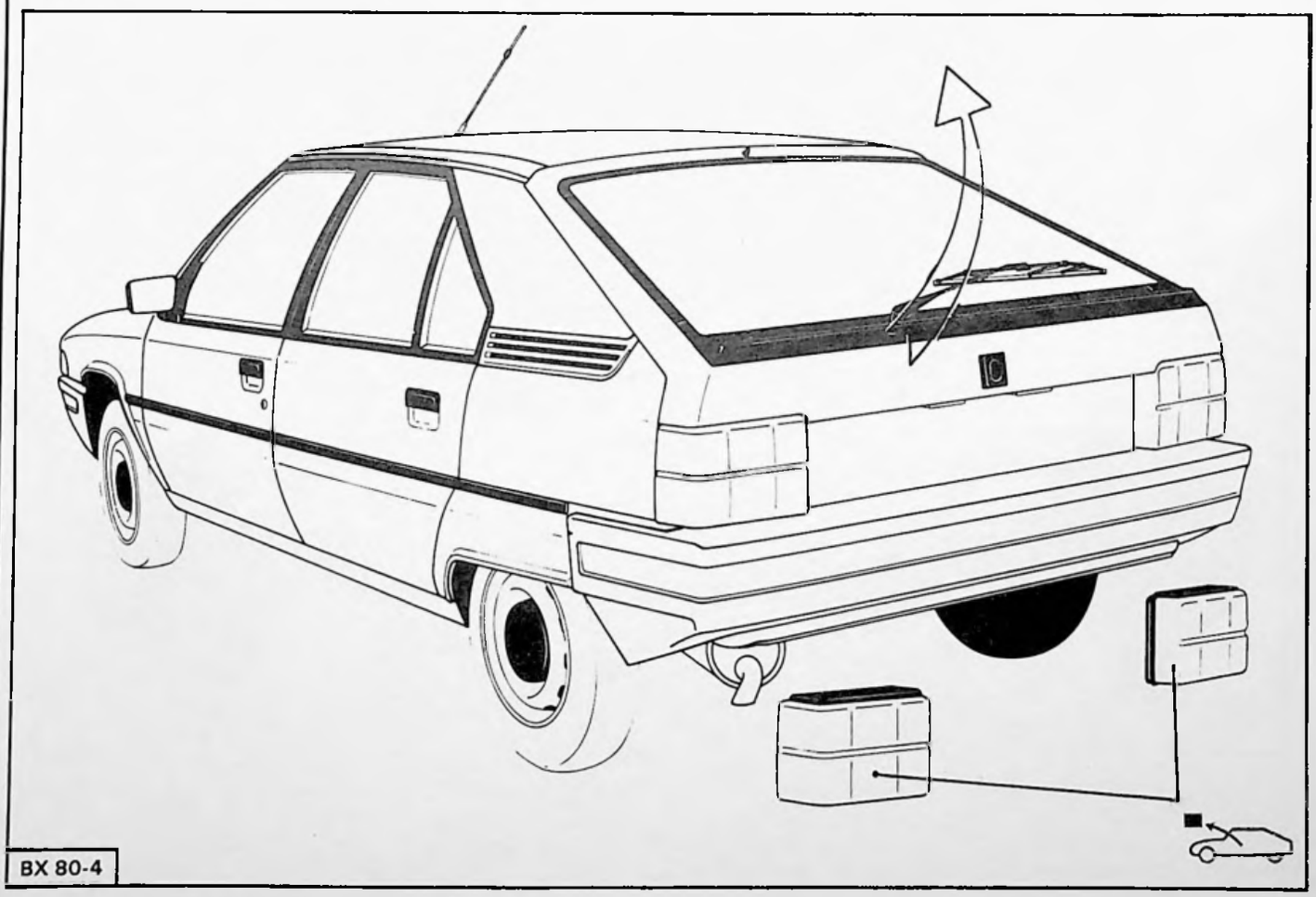

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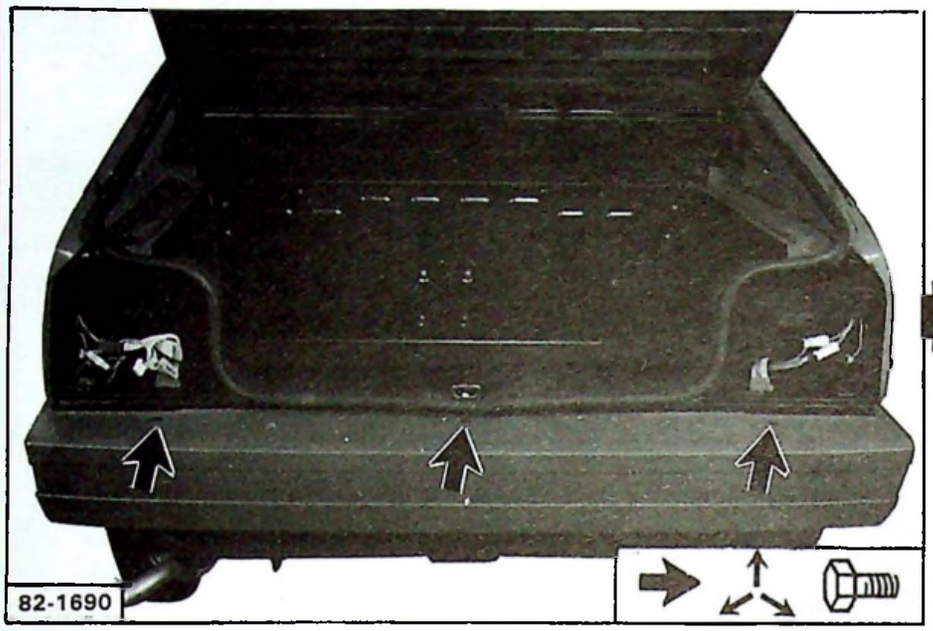
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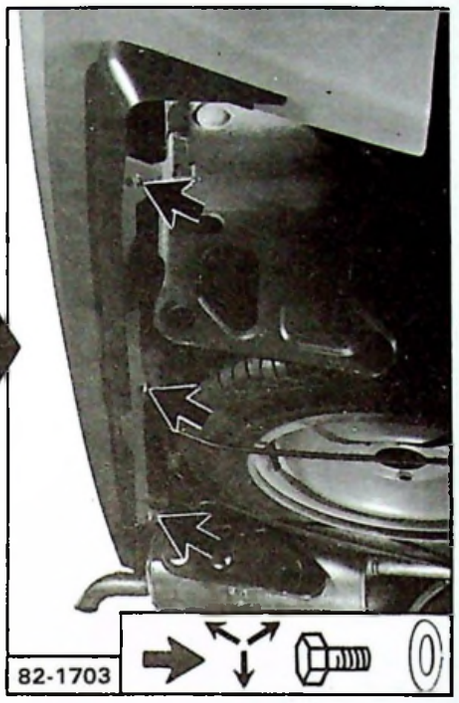
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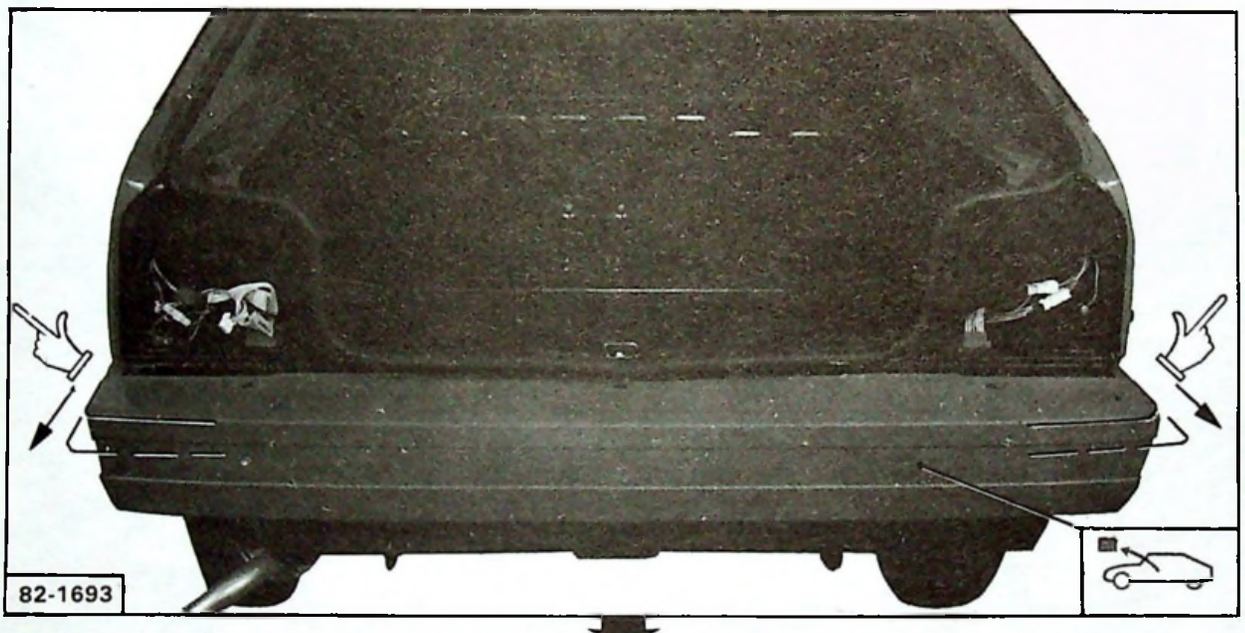
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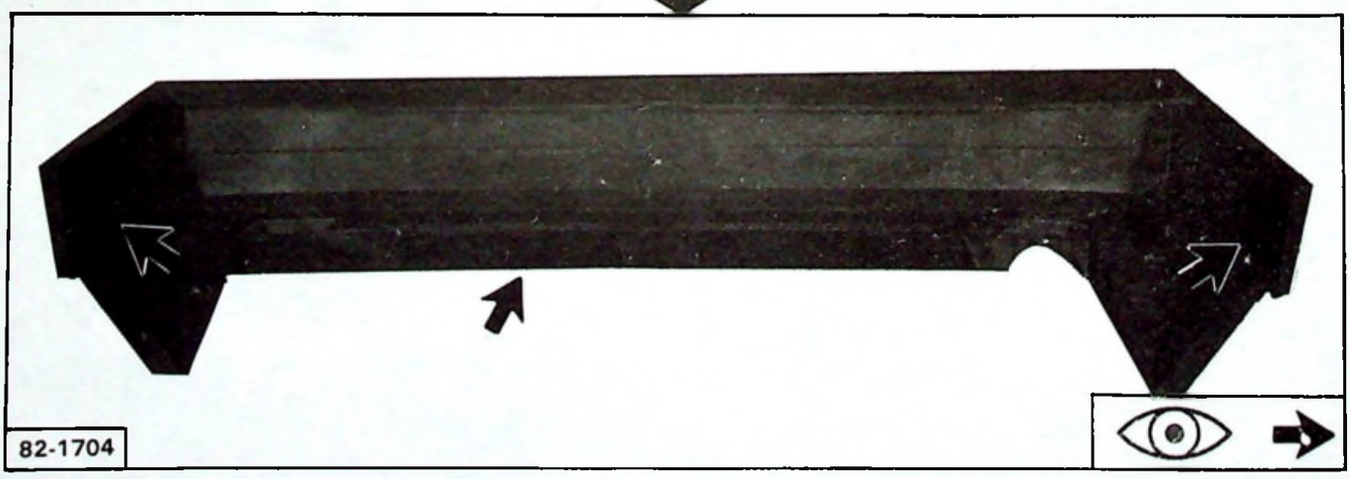
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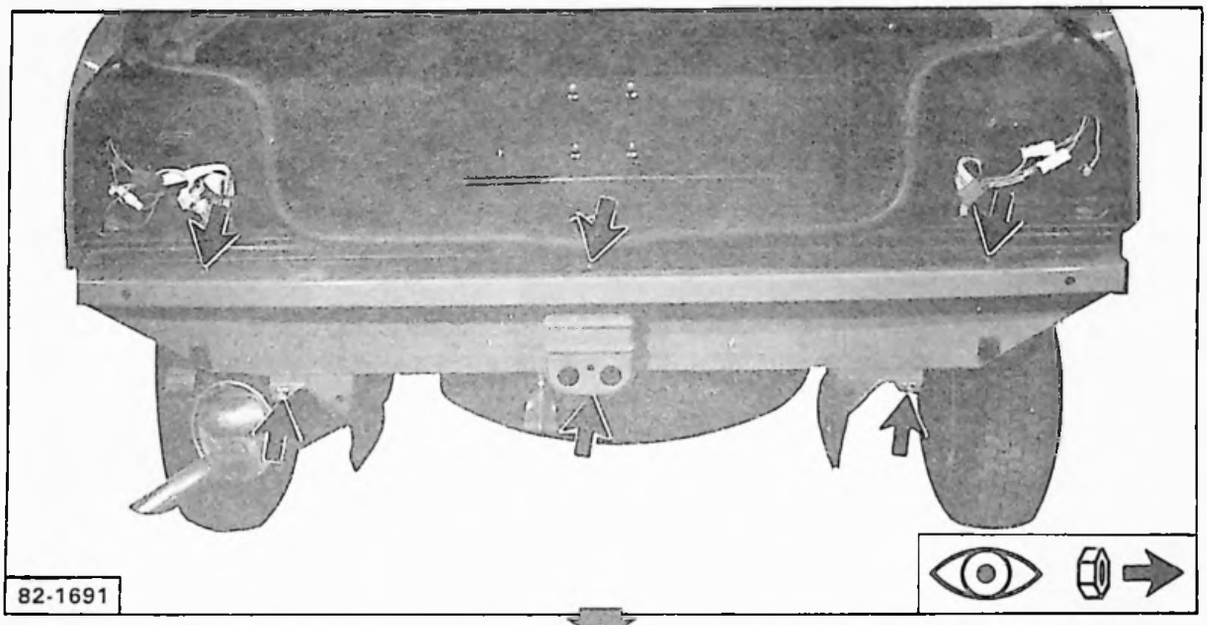
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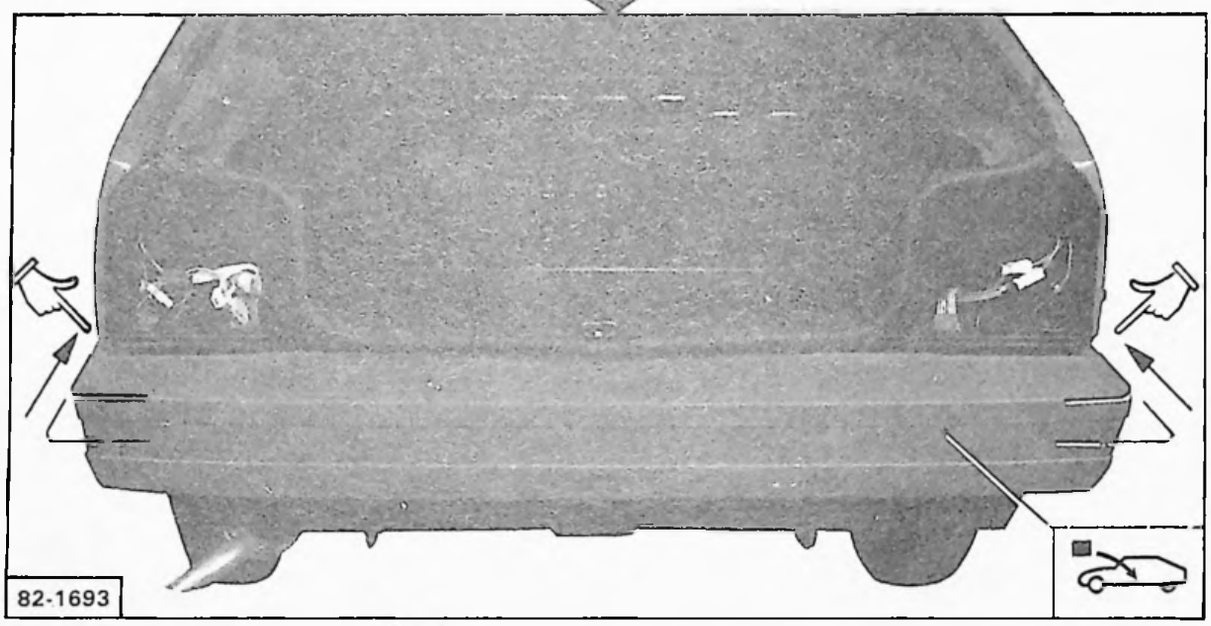
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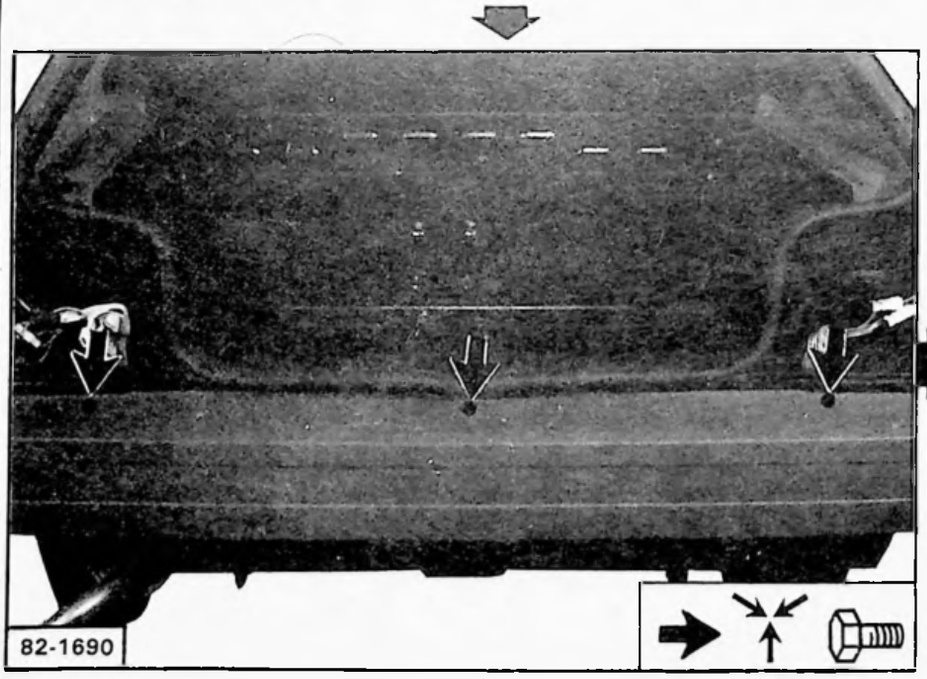
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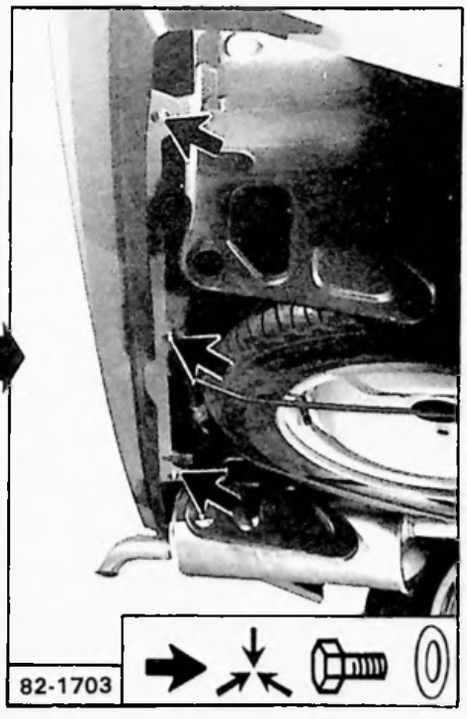
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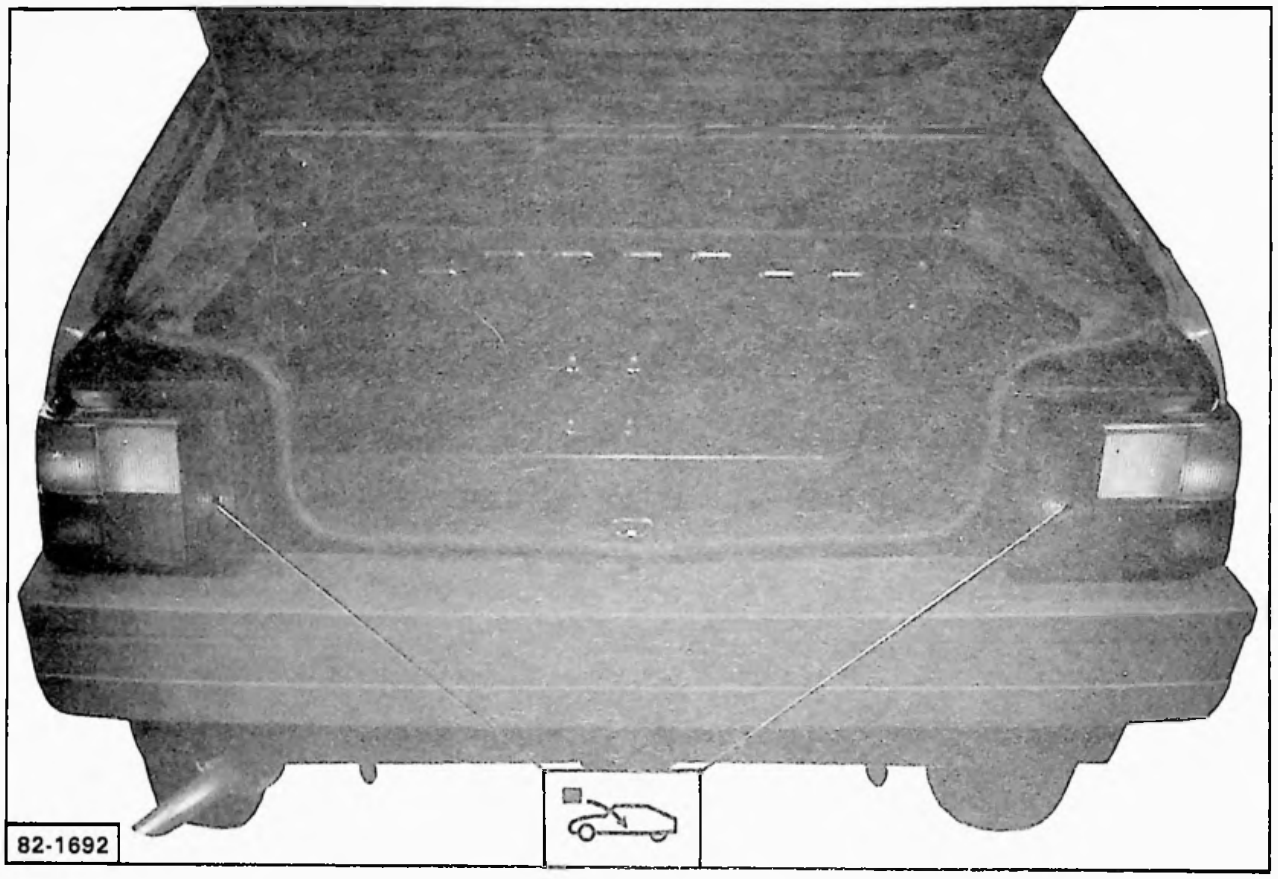


82-1692

REMPLACEMENT D'UNE APPLIQUE DE CUSTODE

OUTILLAGE : Fig. V

1. Outil pour découpe des cordons de collage à la corde à piano : **Référence 7503-T.** (A utiliser dans le cas de custode en deux parties seulement : BX.16 **Fig. II**).

2. Outil de découpe des cordons de collage Référence KENT INDUSTRIES : KT 272
   Fournisseur : KENT INDUSTRIES 20, rue de la Chapelle - 78630 ORGEVAL Tél. (3) 975.68.80.

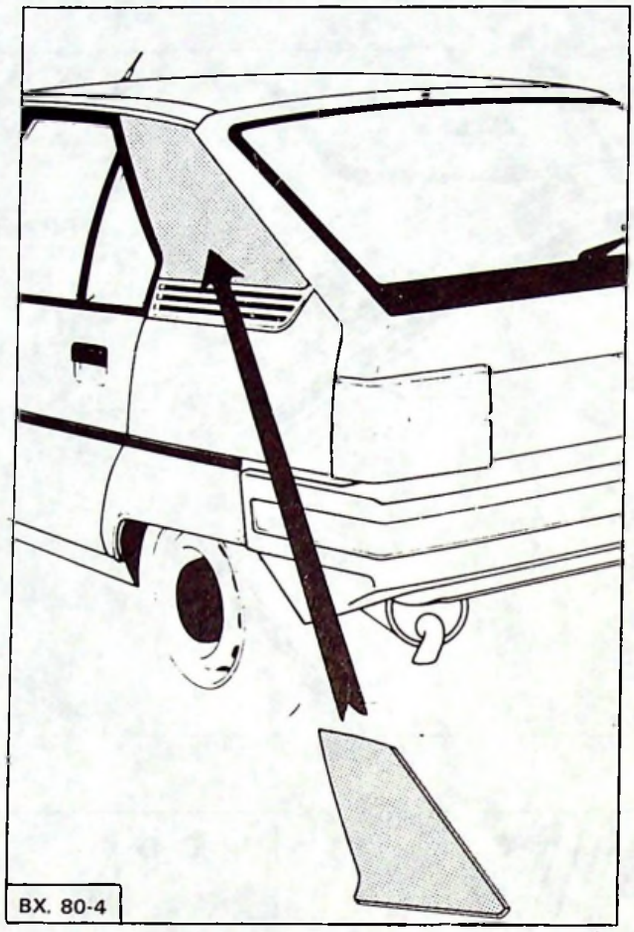
   REMARQUE : Pour le bon fonctionnement de l'outil, il est indispensable de modifier l'affutage de la lame comme indiqué **Fig. III.** (Supprimer à la meule les zones ombrées).

3. Outil pour découpe des épaisseurs restantes d'adhésif-joint (ciseau à bois largeur : 15 mm avec affutage modifié comme indiqué**Fig. IV**).

4. Pistolet pour extruder l'adhésif-joint.

PRODUIT : Fig. VI

	Référence
"GURIT"	
Kit de collage	ZC 9 867 511 U
Cartouche de mastic adhésif	ZC 9 867 447 U
"BOSTIK"	
Kit de collage	ZCP 830-002
Cartouche de mastic adhésif	ZCP 830-003



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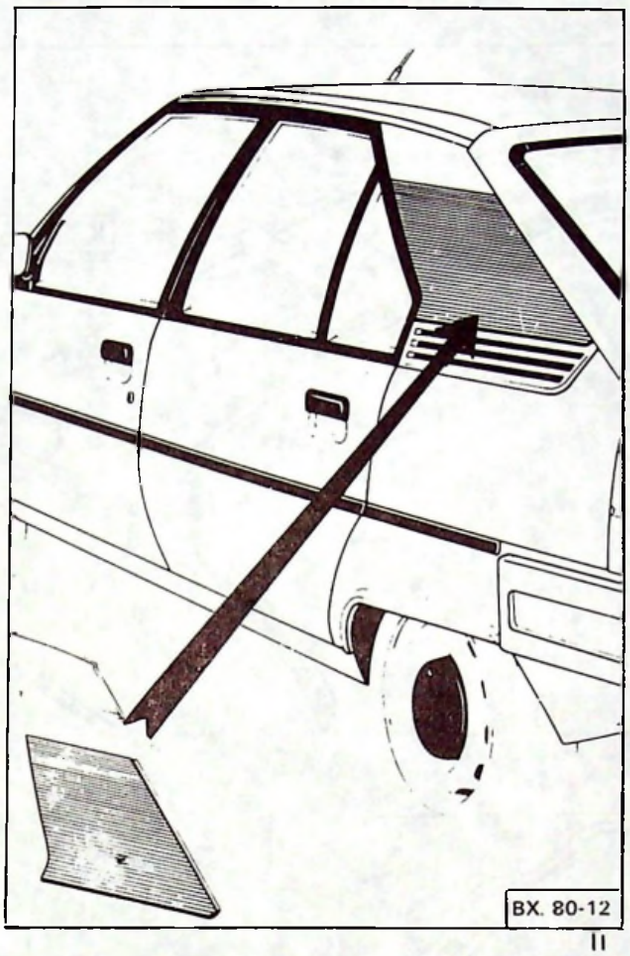

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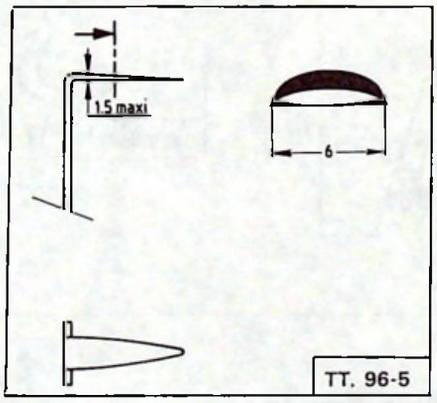

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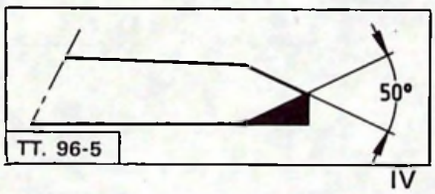

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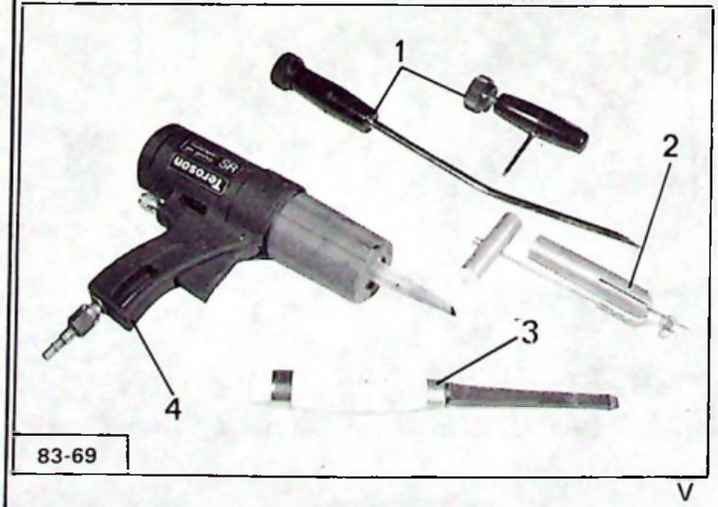

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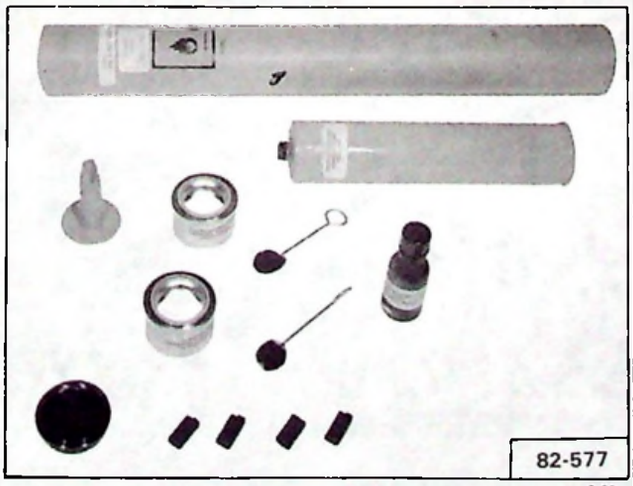

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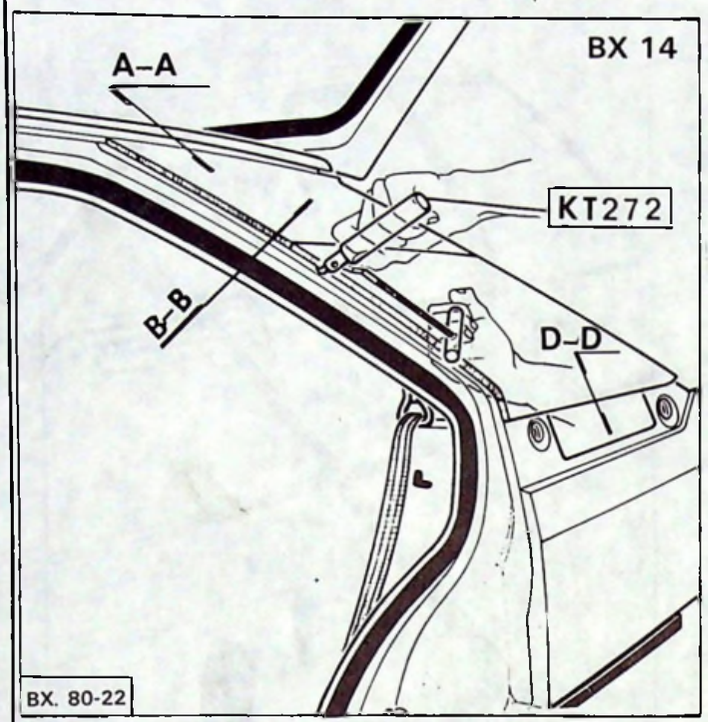
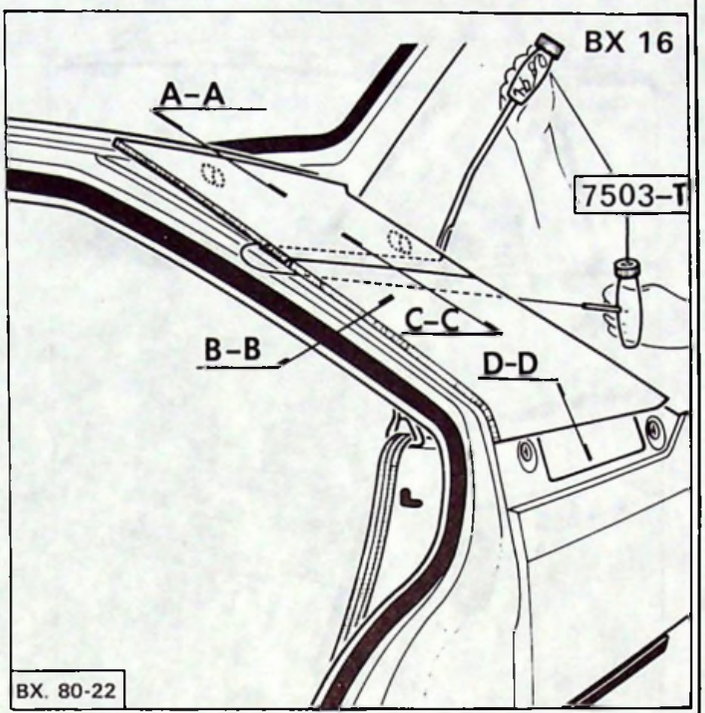

BX 14
A–A
KT272
B–B
D–D
BX. 80-22

I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A–A
7503–T
C–C
B–B
D–D
BX. 80-22

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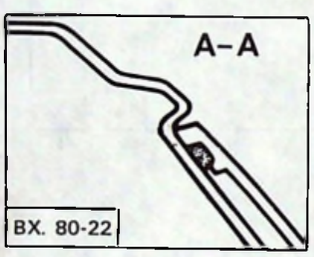
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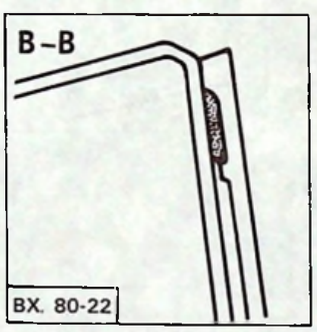
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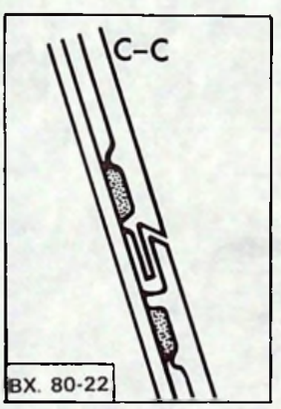
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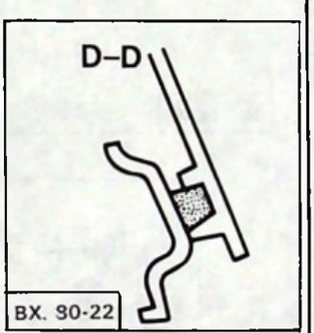
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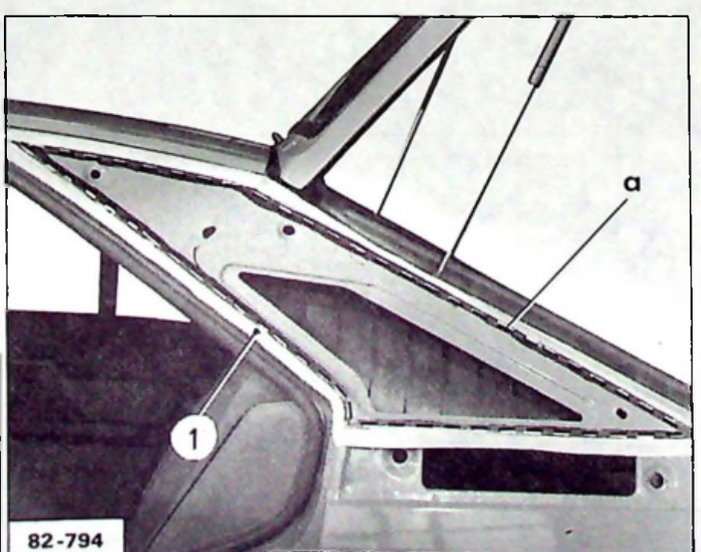
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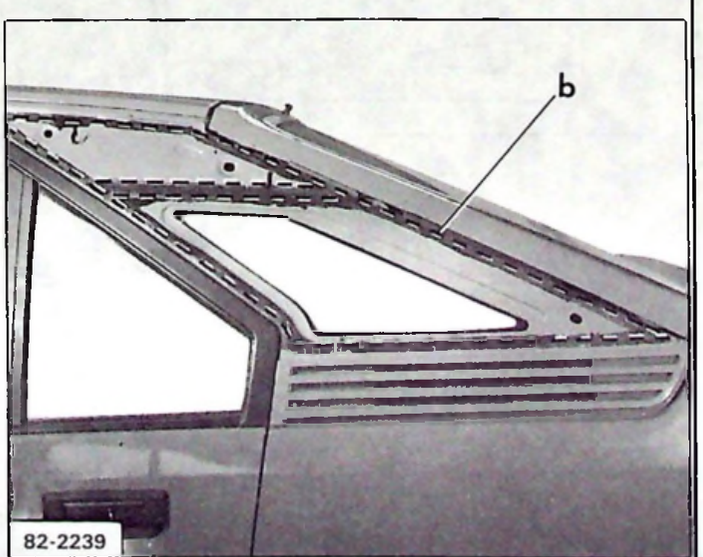
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82-2239

DEPOSE.

Déposer l'applique de custode :

BX 14 : Fig. I

A l'aide de l'outil de découpe **KT 272**, couper le cordon d'adhésif sur toute la périphérie de l'applique de custode.
Déposer l'applique.

BX 16 : Fig. I et II

A l'aide de l'outil de découpe **KT 272,** couper le cordon d'adhésif sur la périphérie de l'ensemble des deux pièces qui composent l'applique de custode : **Fig. I.**
A l'aide de l'outil **7503-T** et d'une corde à piano, couper les deux cordons d'adhésif situés à la liaison des éléments de custode : **Fig. II.**
Déposer les deux éléments de custode.

REMARQUE :
Pour éviter de détériorer la peinture lors de la découpe, du cordon périphérique, il est recommandé de coller un ruban de papier adhésif au ras de l'applique.

PREPARATION.

Retirer les surépaisseurs d'adhésif-joint sur carrosserie et, sur éléments de custode (en cas de non remplacement des pièces déposées).

Coller un ruban de papier adhésif (1) sur la périphérie des zones d'application du primaire : **Fig. III.**

Dégraisser les zones de collage avec le produit dégraissant contenu dans le kit réparation.
Appliquer le primaire tôle sur la carrosserie :

BX 14 suivant **« a » : Fig. III**

BX 16 suivant **« b » : Fig. IV**

Laisser sécher le primaire 8 minutes avant collage de l'élément de custode.

Enlever les rubans de papier adhésif (1).

PREPARATION.

Préparer les appliques de custode :
Dégraisser les zones de collage avec le produit dégraissant contenu dans le kit réparation.
Appliquer le primaire verre, sur les zones de collage et laisser sécher 5 minutes avant pose du cordon adhésif : **Fig. I.**

POSE.

A l'aide du pistolet et de la buse « non pré-découpée », extruder un cordon de 5 à 6 mm de diamètre suivant **« a »** sur les pièces de custode **Fig. I.**

Poser la pièce supérieure (1) de custode : Fig. II
La centrer par rapport aux deux pions situés en **« b »** et **« c »** (cas d'une custode en deux parties) ou **« b »** et **« d »** (cas d'une custode monobloc).
Appliquer fortement la custode sur la carrosserie.

Poser la pièce inférieure (2) de custode : Fig. III
Présenter la pièce, la positionner correctement (respect des jeux sur la périphérie) et l'appliquer fortement sur la carrosserie.

REMARQUE :

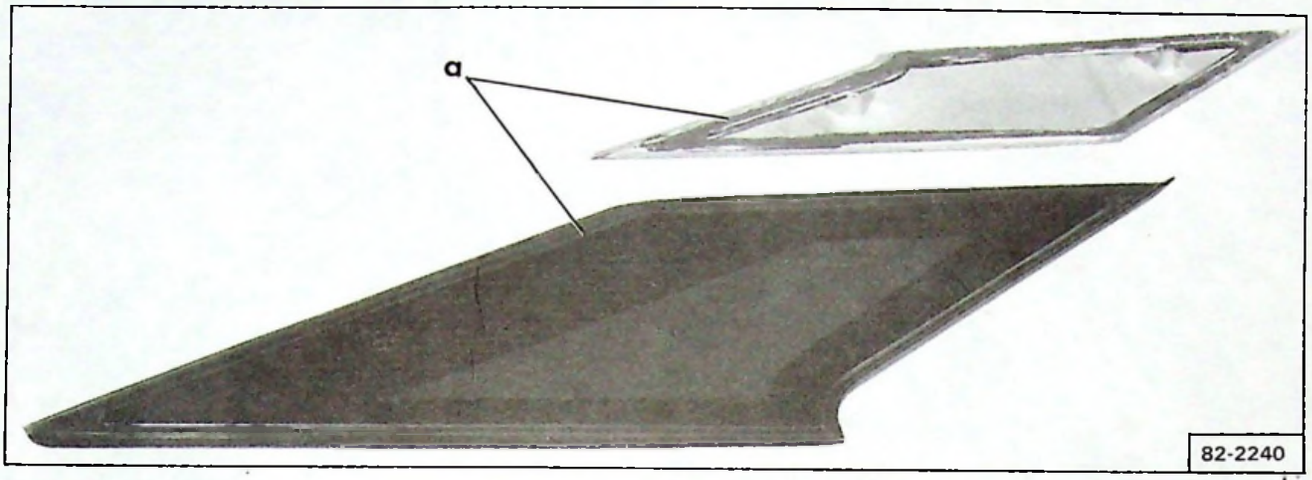
Défauts d'étanchéité :

Custode en deux parties **(BX 16)**

Il est recommandé de déposer les deux pièces de custode et de refaire correctement les joints de collage.

Custode monobloc **(BX 14) :**

Pour éviter de déposer l'applique de custode il est possible d'intervenir par l'intérieur :
- Déposer la garniture de custode.
- Appliquer un cordon de mastic d'étanchéité suivant **A** (entre tôle et applique de custode) et sur la périphérie des pions de centrage **« b », « c », « d ».**



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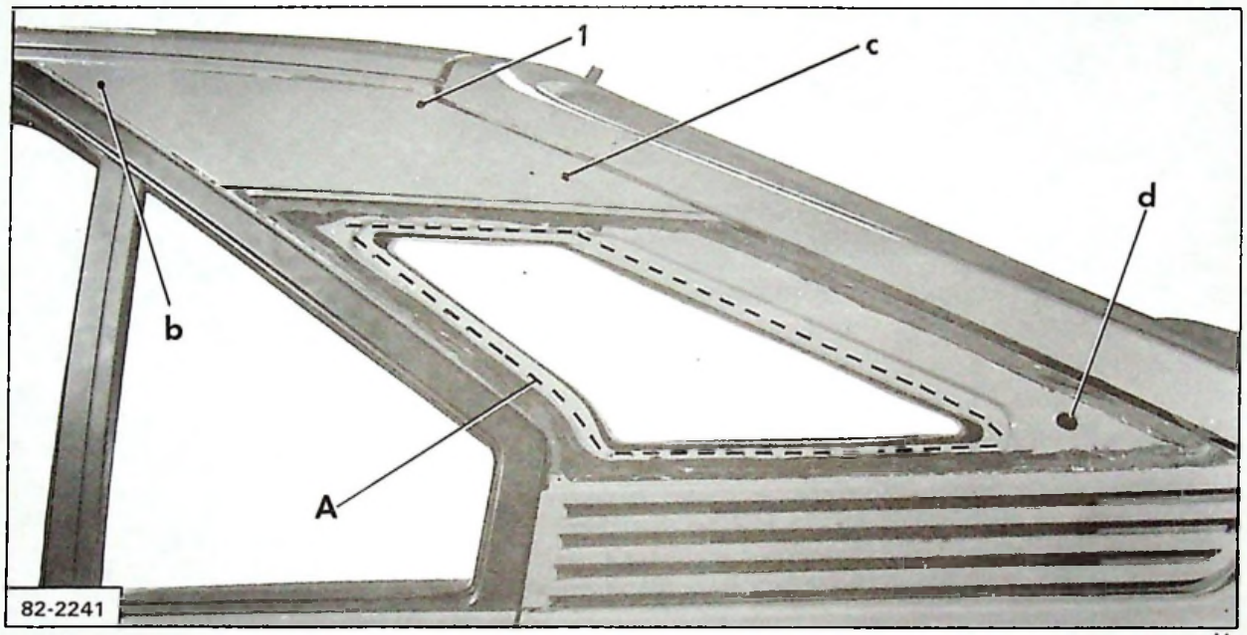

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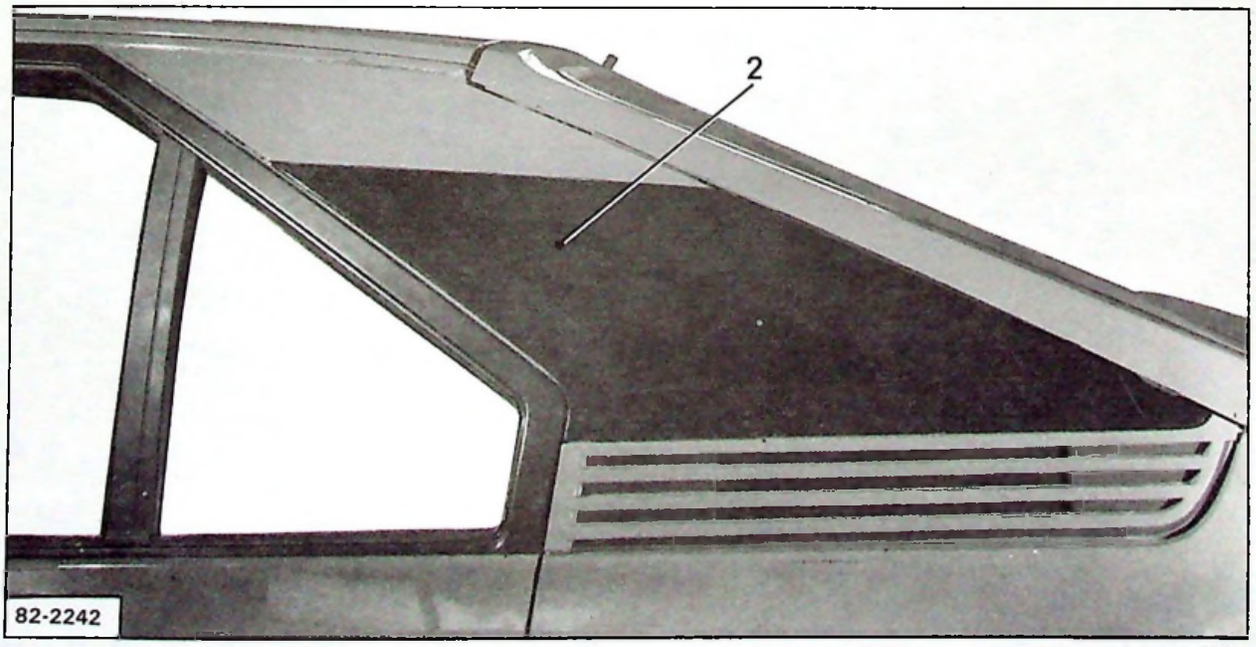


III

REMPLACEMENT D'UNE APPLIQUE DE CUSTODE

OUTILLAGE : Fig. I

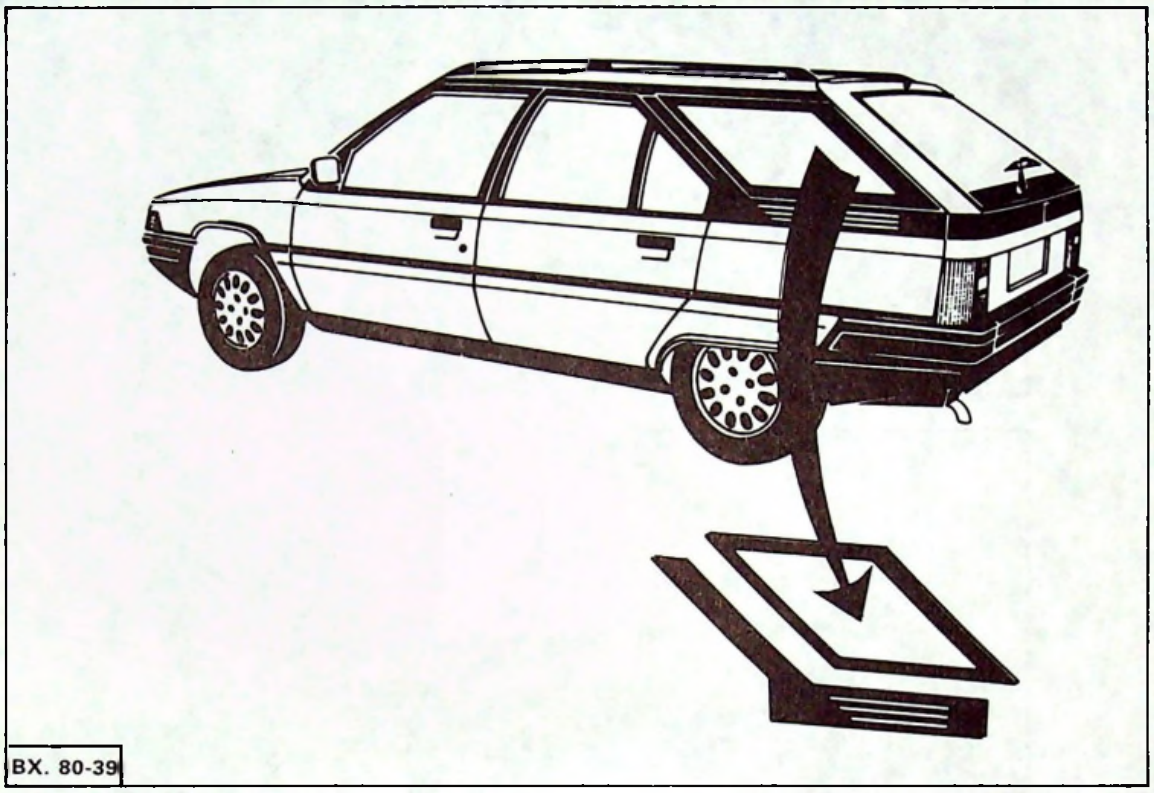
1 – Poignées pour découpe des cordons de collage à la corde à piano **Référence : 3905-T.**

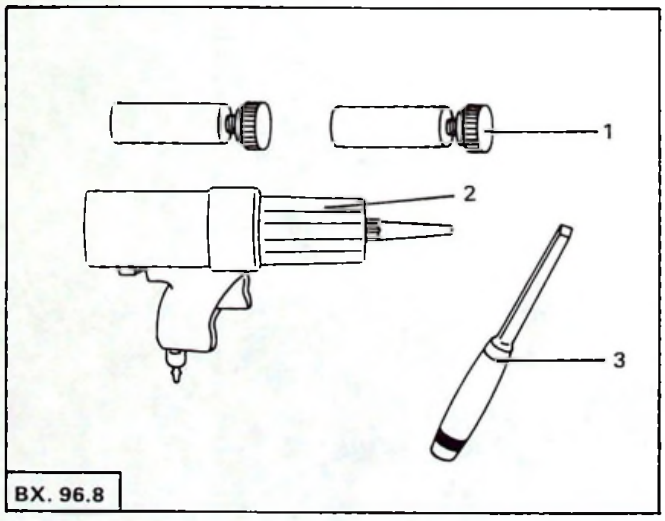
2 – Pistolet pour extruder l'adhésif joint.

3 – Couteau pour araser l'adhésif joint.

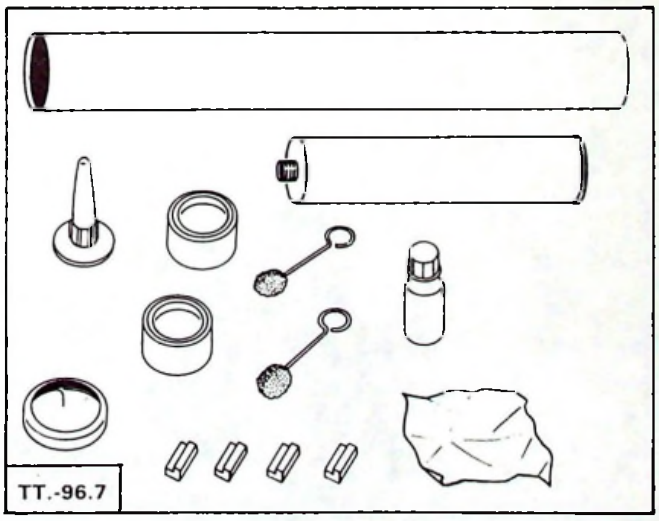
PRODUIT : Fig. II

	Référence
"GURIT"	
Kit de collage	ZC 9 867 511 U
Cartouche de mastic adhésif	ZC 9 867 447 U
"BOSTIK"	
Kit de collage	ZCP 830-002
Cartouche de mastic adhésif	ZCP 830-003


BX. 80-39



BX. 96.8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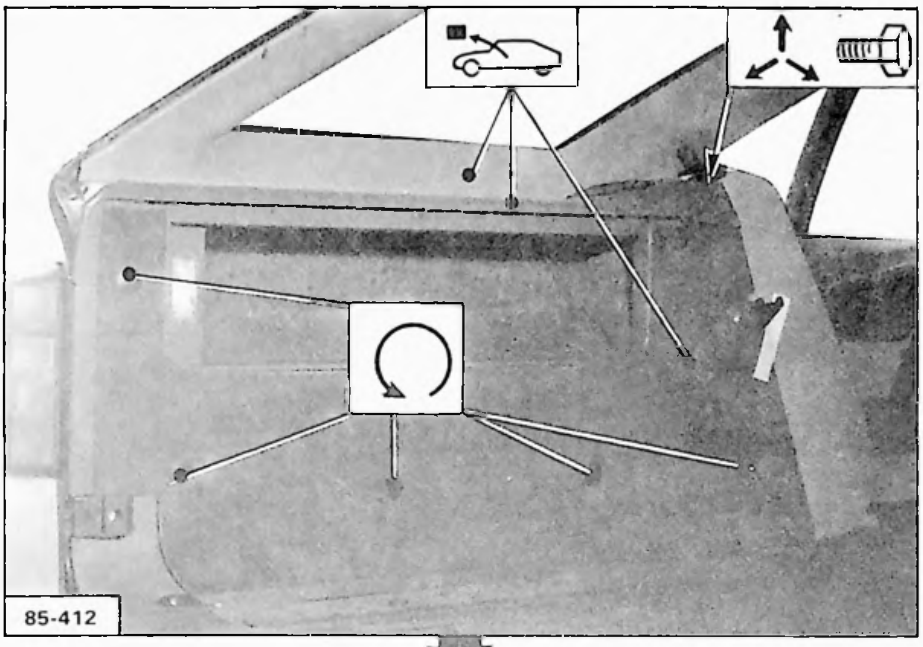
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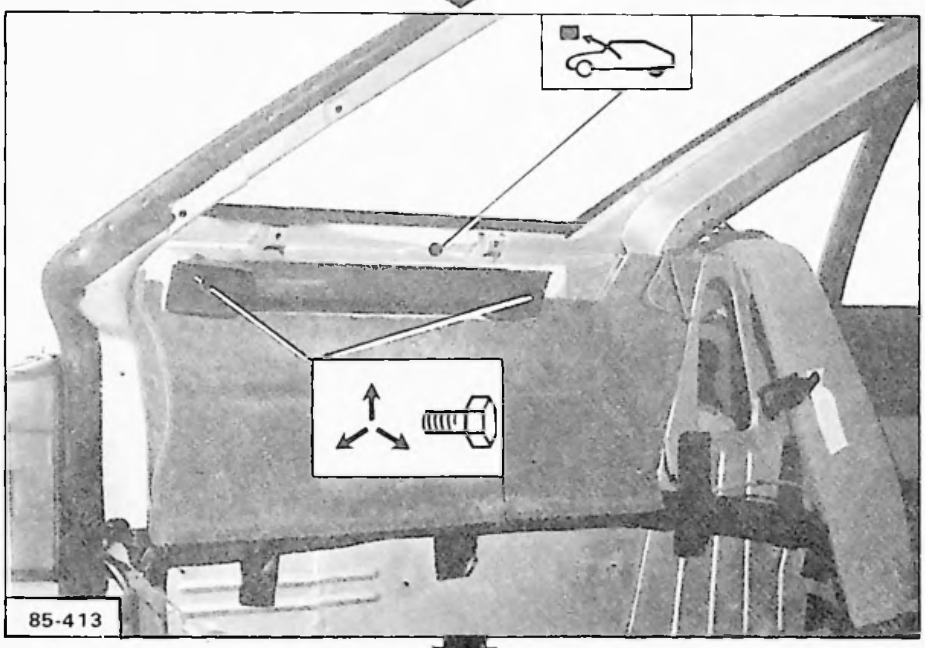
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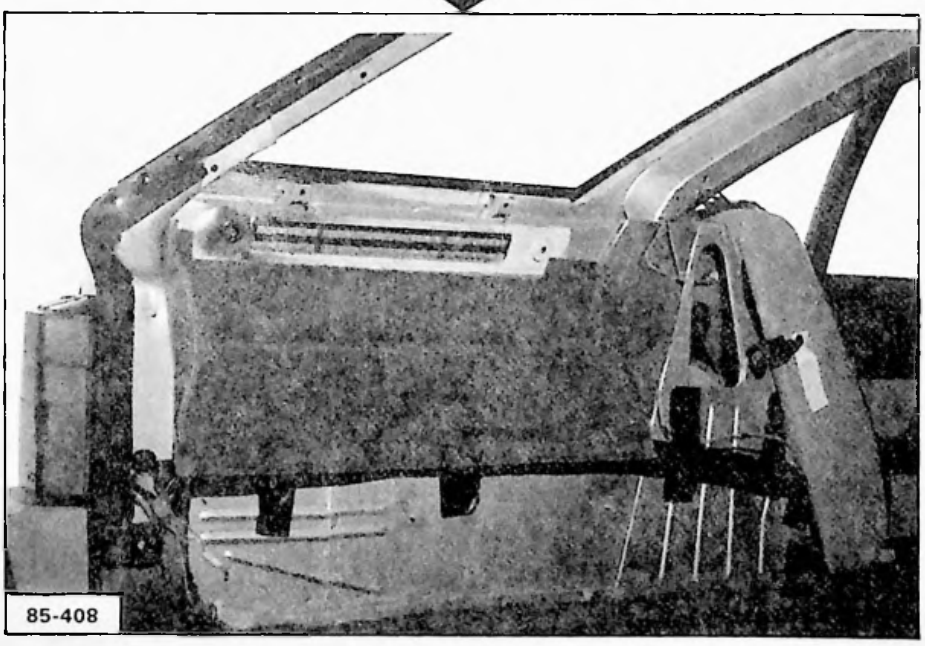
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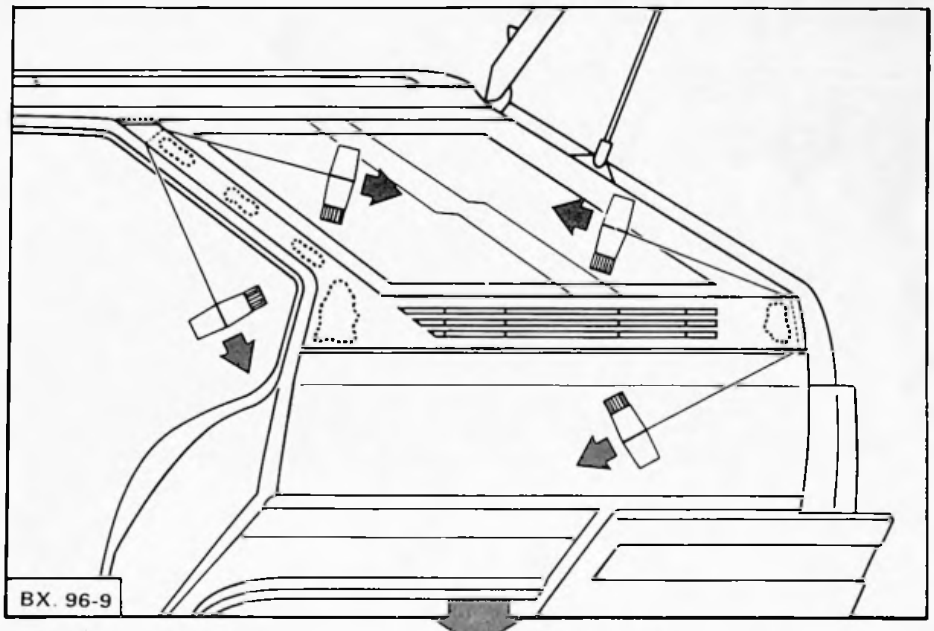
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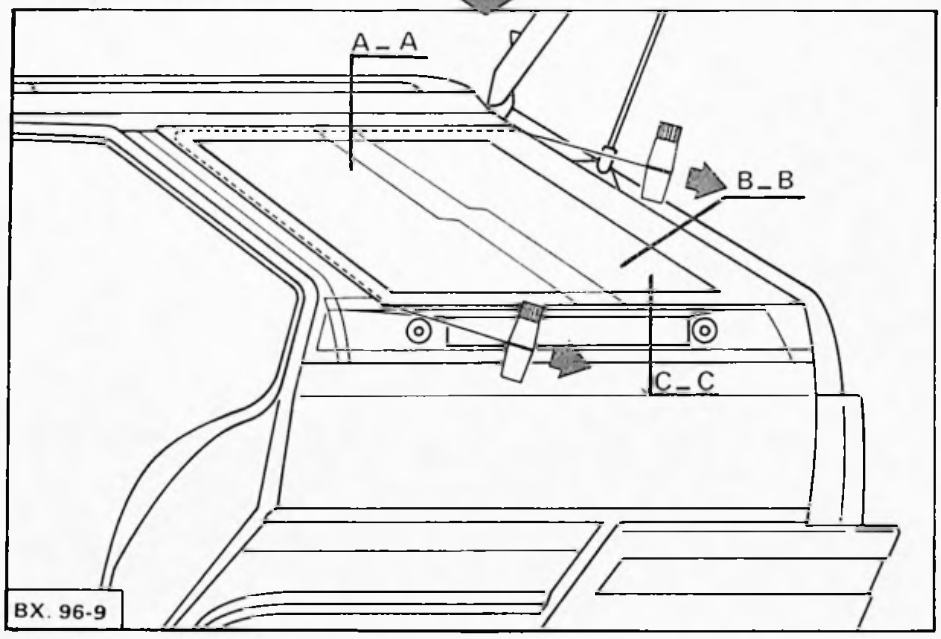
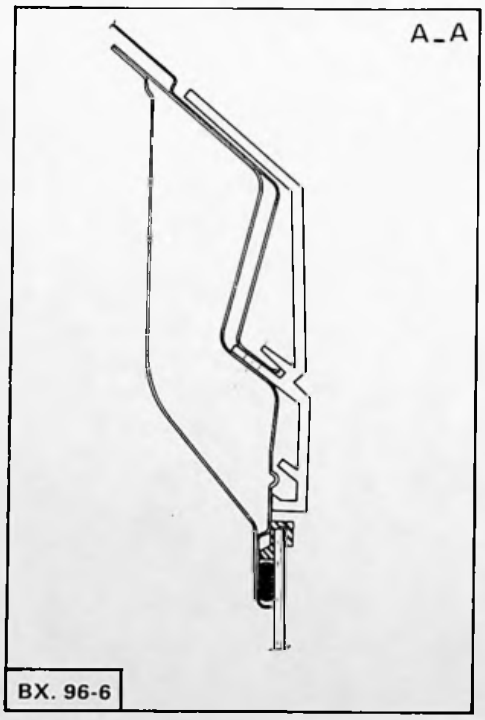
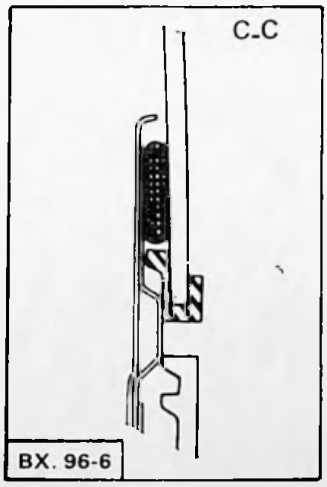
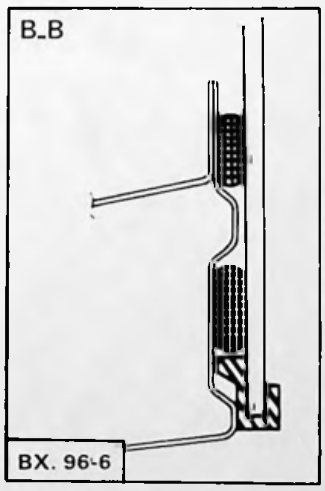
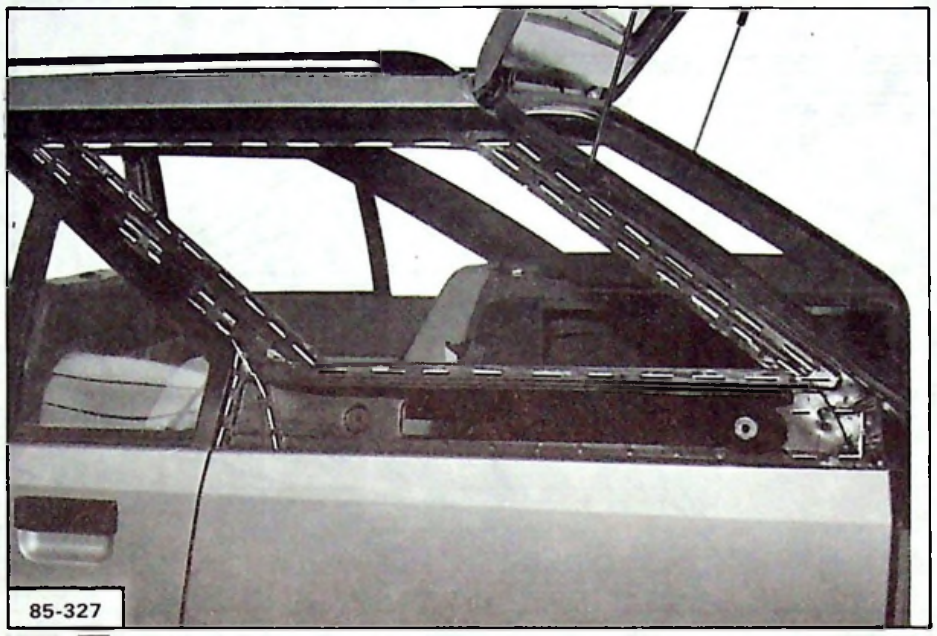

A_A
B_B
C_C
BX. 96-9


A_A
BX. 96-6


C_C
BX. 96-6


B_B
BX. 96-6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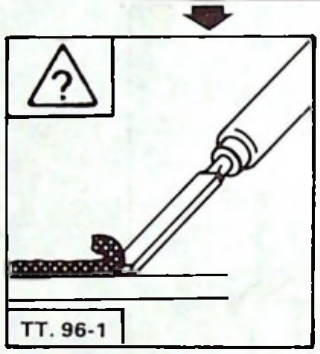
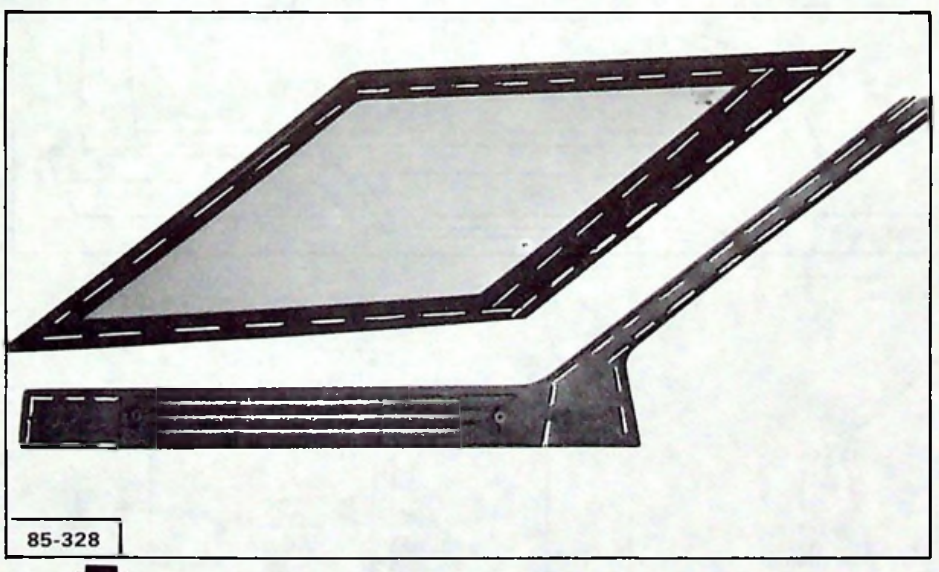

TT. 96-1

REINIGER
WIPE
DEGRAISSER
BX. 96-7

KAROSSERIEPRIMER
PRIMAIRE POUR TOLE
BODYPRIMER
BX. 96-7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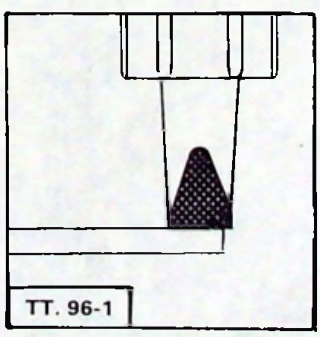
REINIGER
WIPE
DEGRAISSER
BX. 96-7

GLASPRIMER
PRIMAIRE POUR VERRE
GLASSPRIMER
BX. 96-7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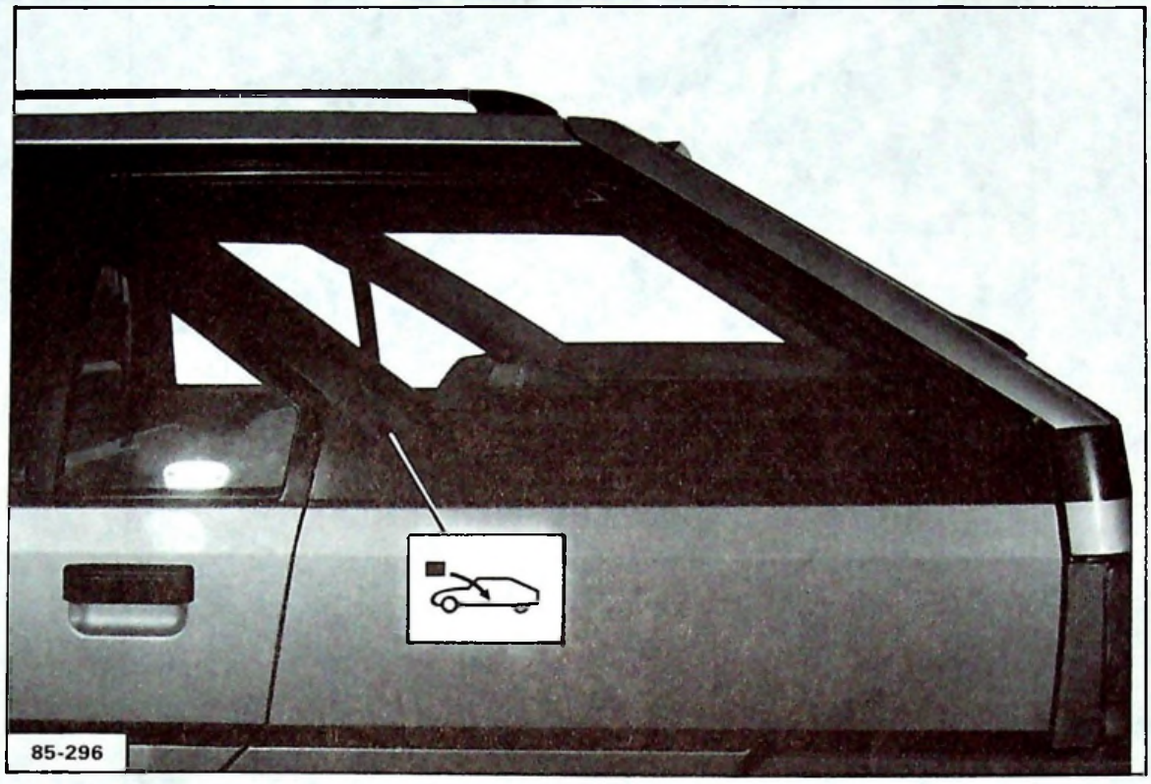
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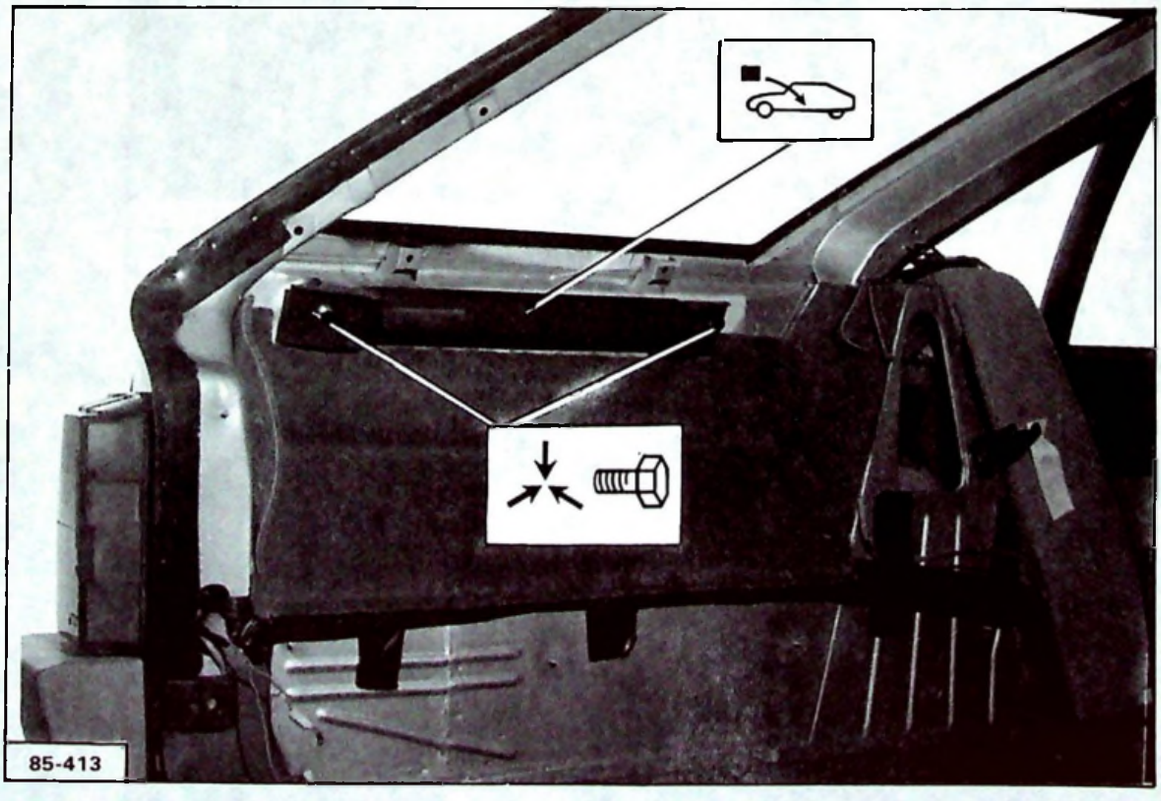
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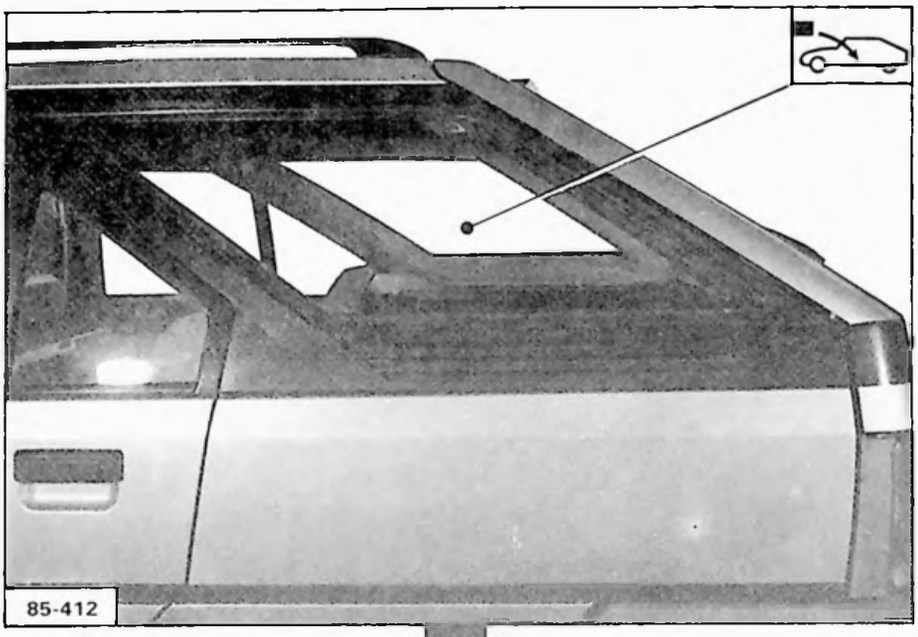
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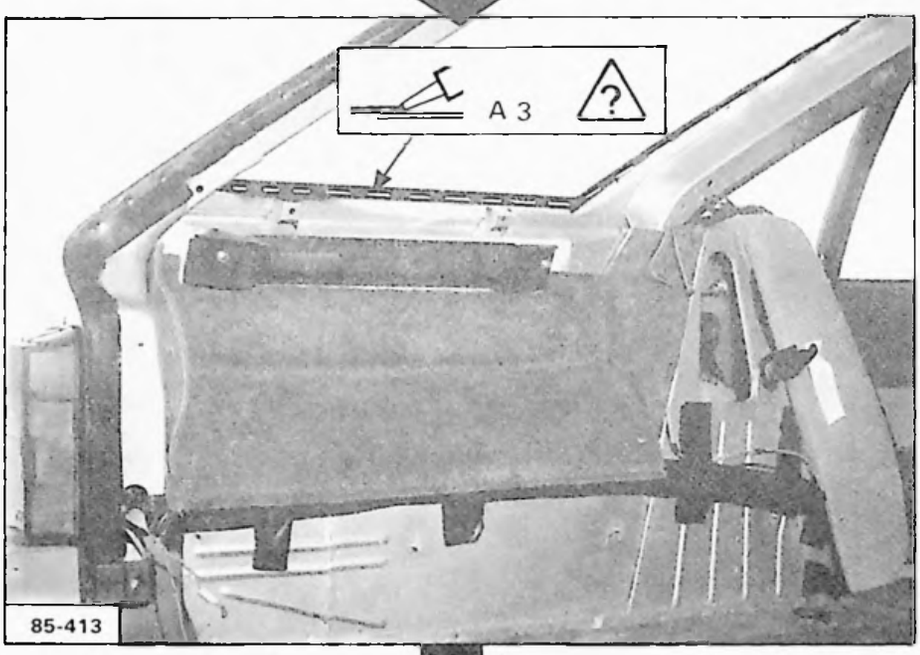
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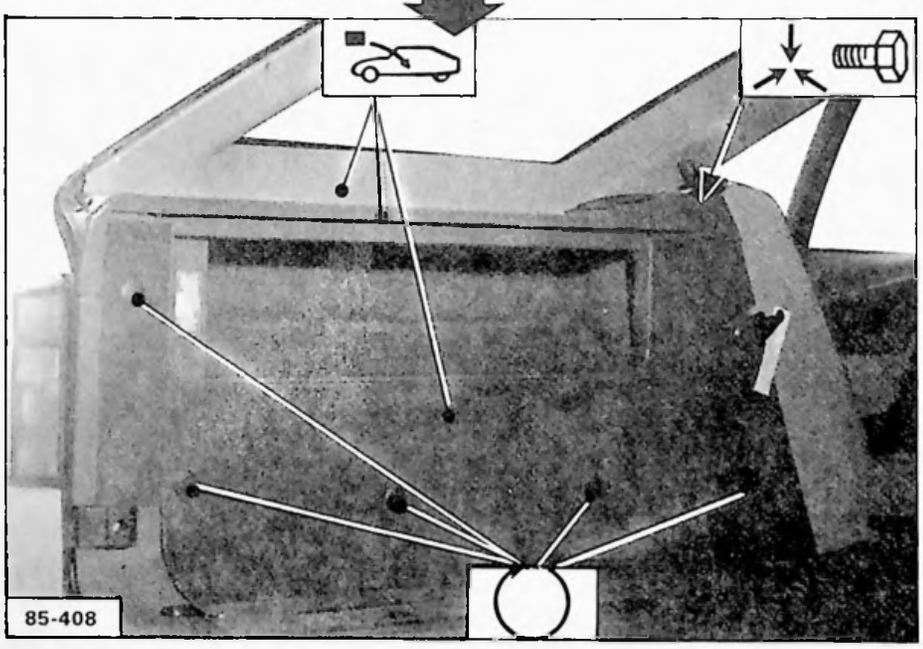
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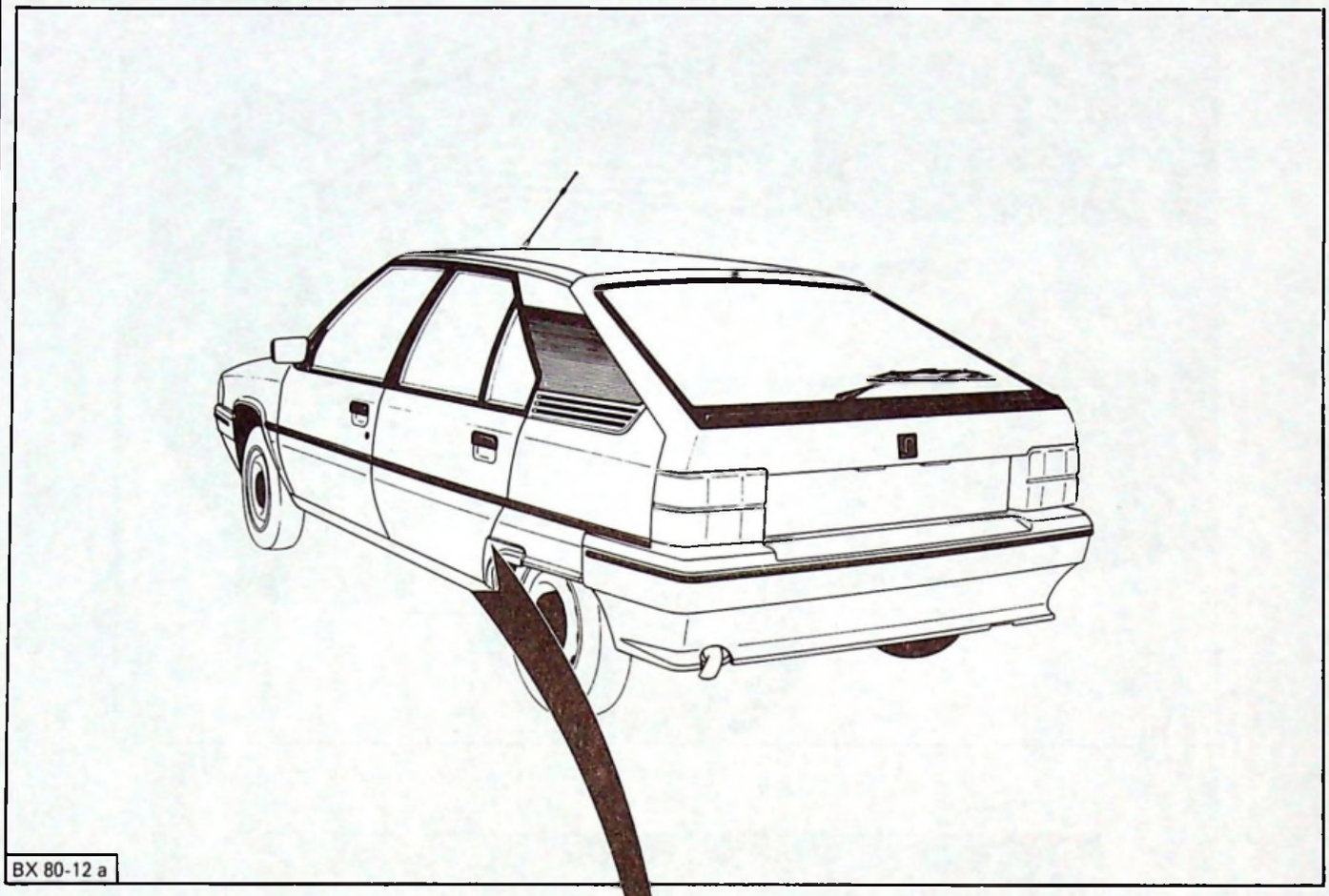
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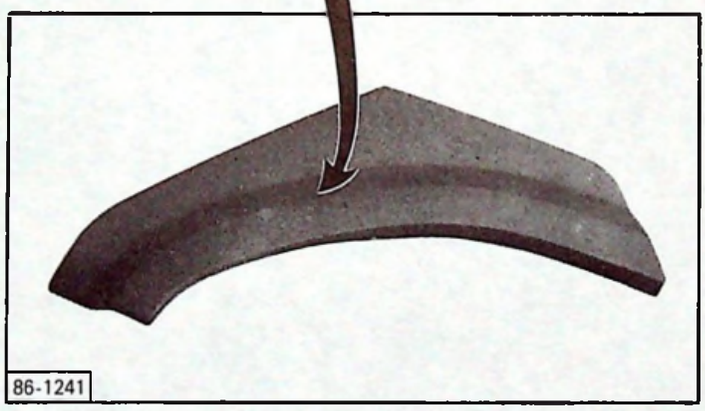
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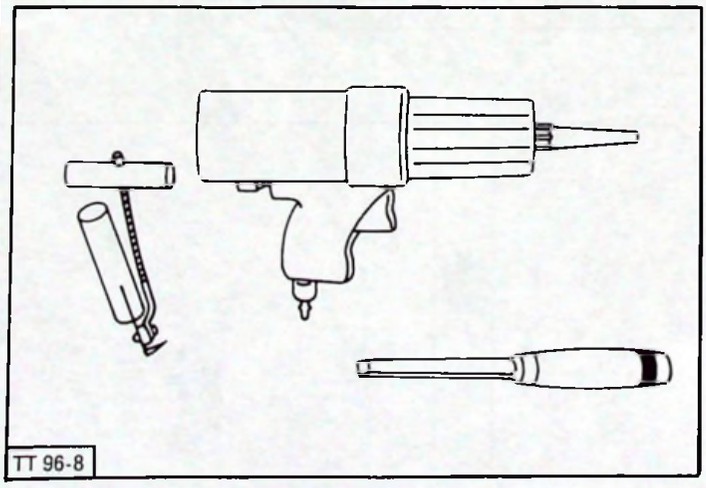
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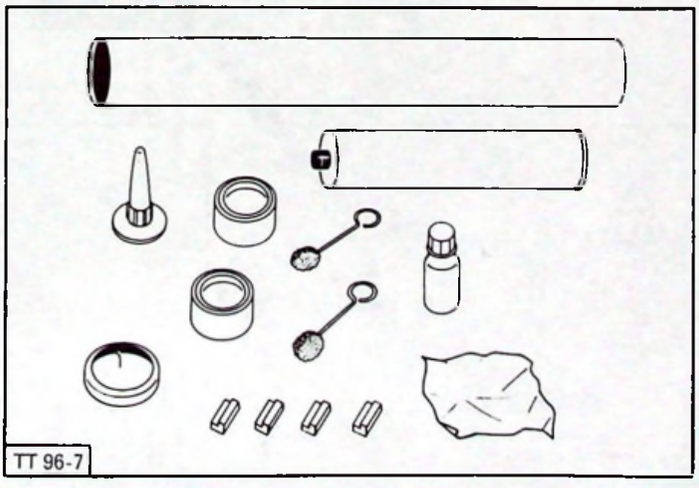
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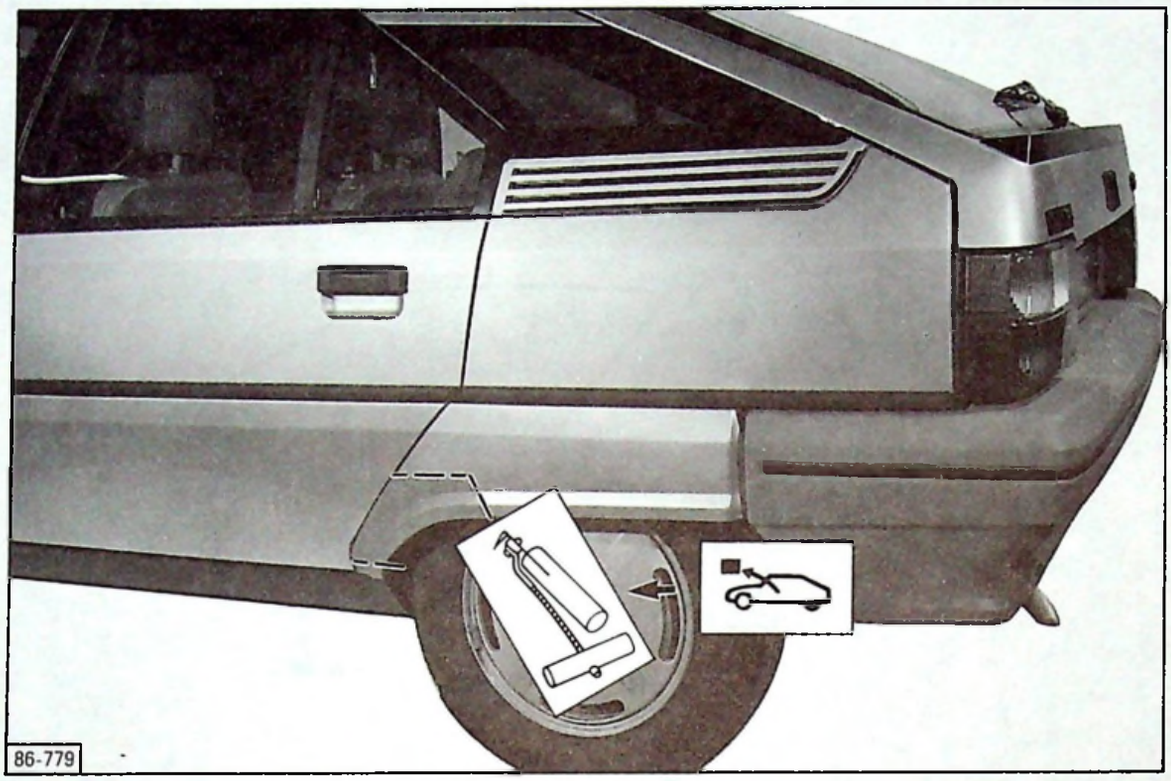
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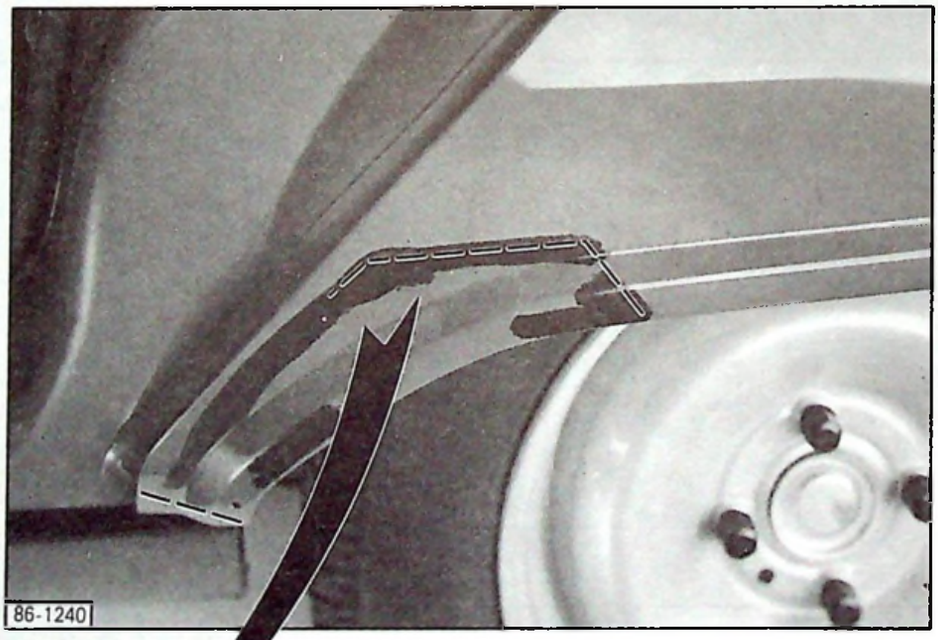
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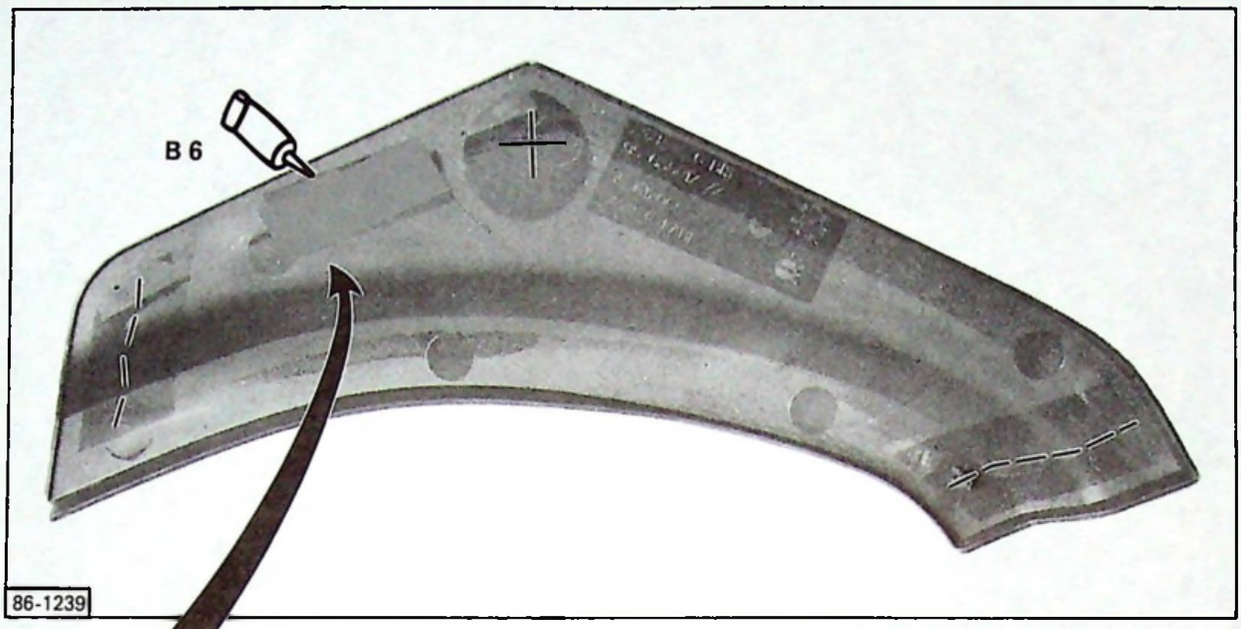
TT 96-1
TT 96-1
REINIGER
WIPE
DEGRAISSANT
BX 96-7
KARROSSERIEPRIMER
PRIMAIRE POUR TOLE
BODY PRIMER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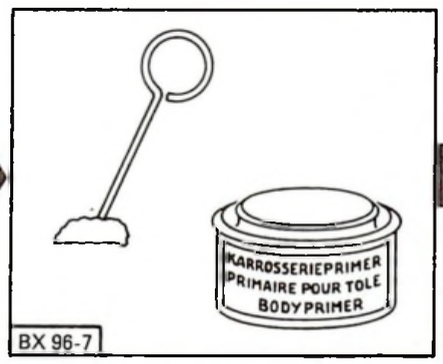
DEGRAISSANT
TT 96-1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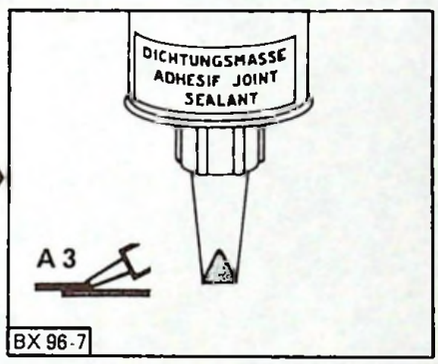
PRIMAIRE POUR TOLE
BODYPRIMER
BX 96-7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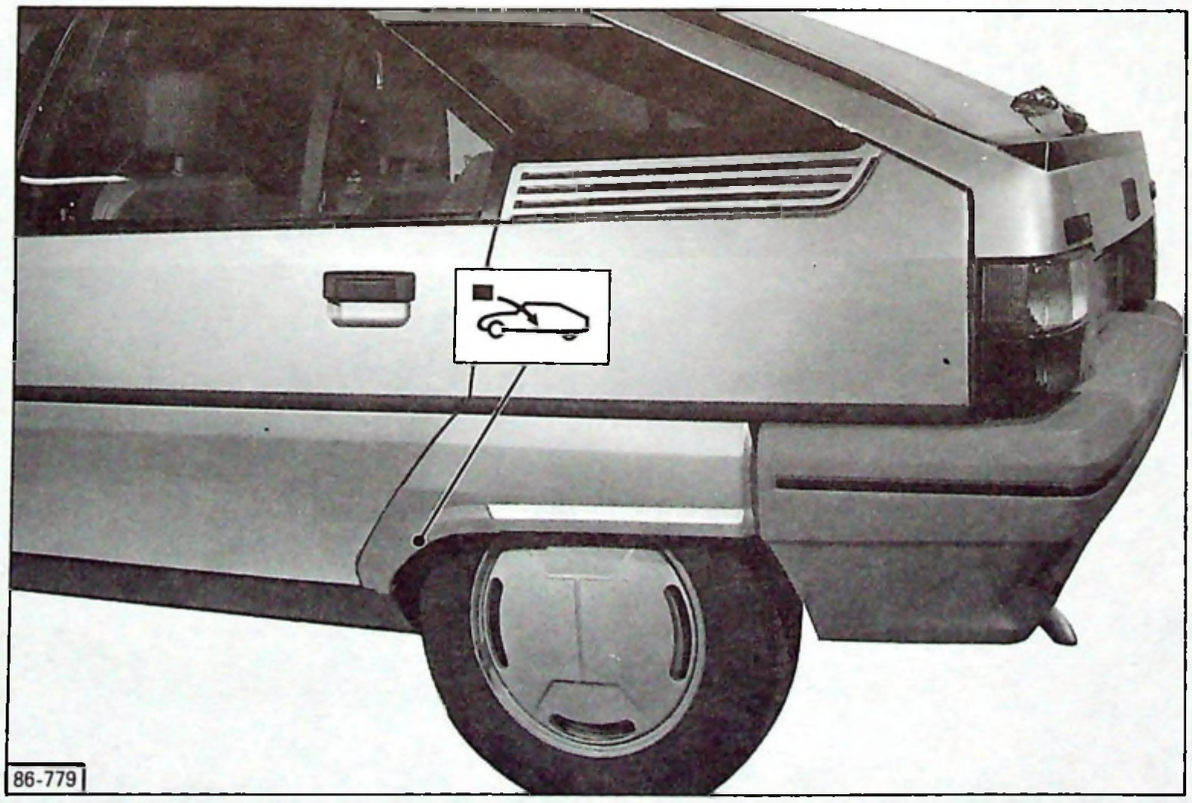
A 3
BX 96-7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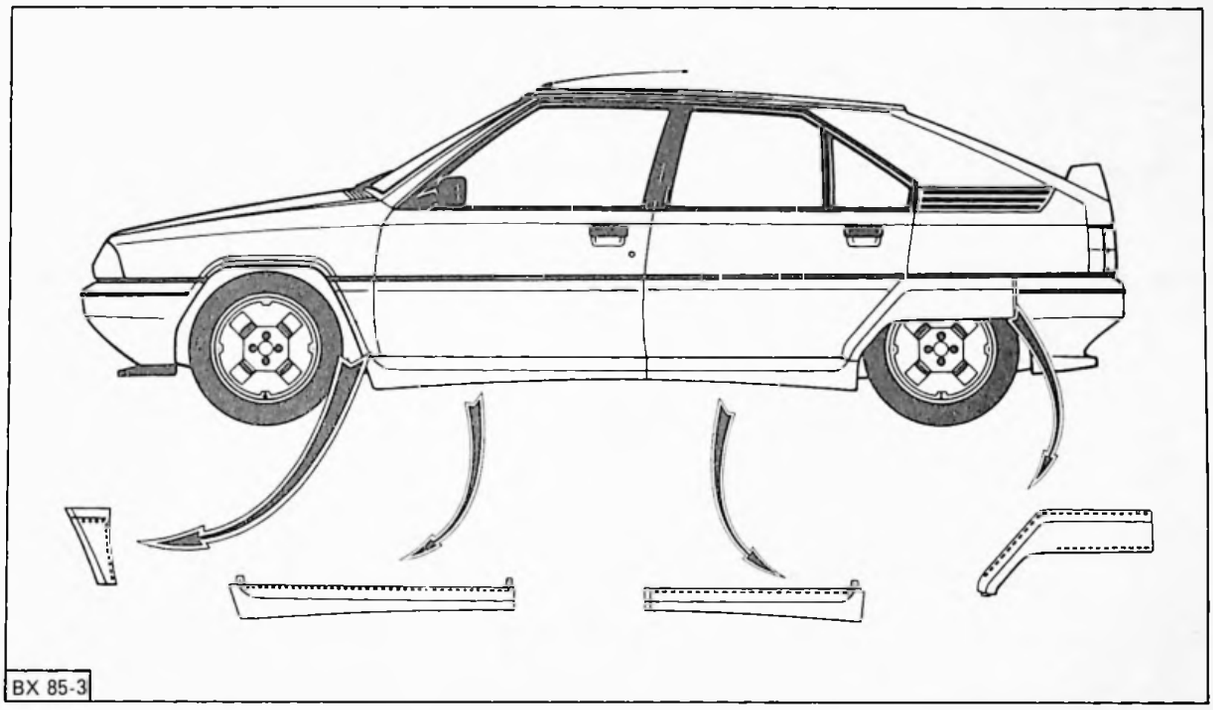
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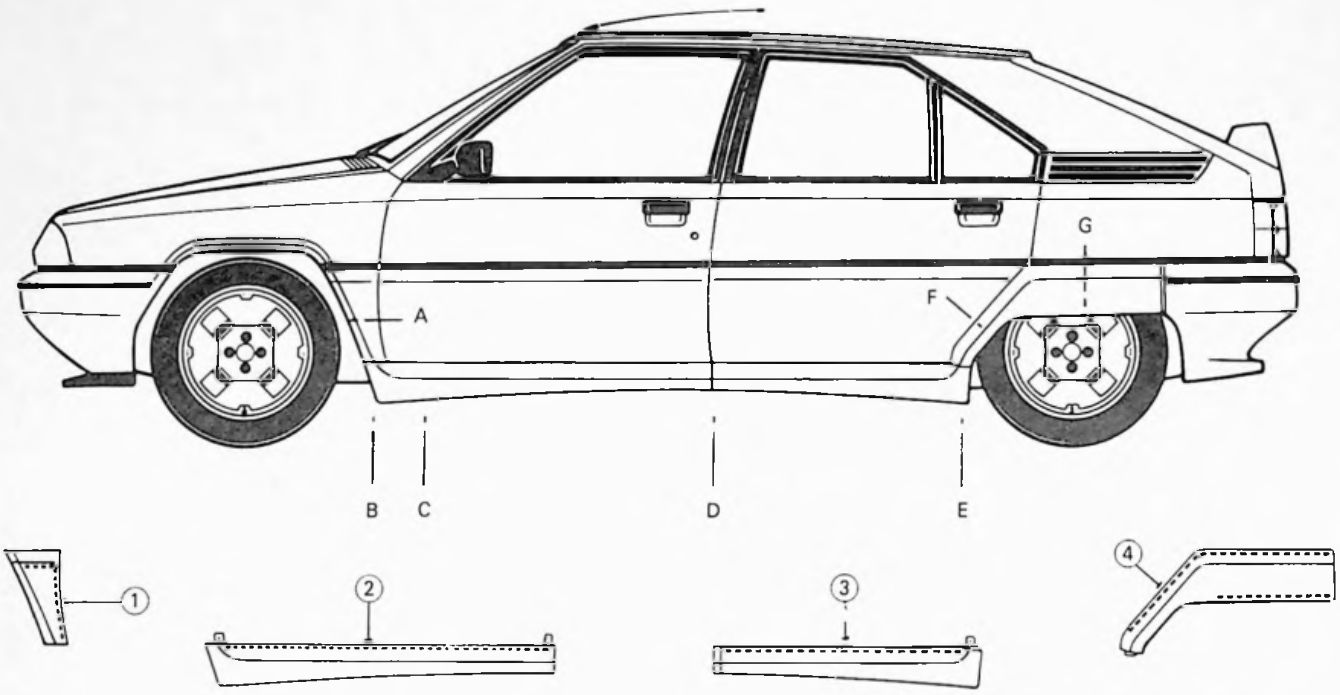
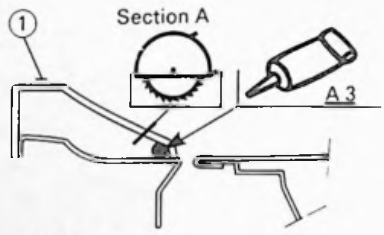


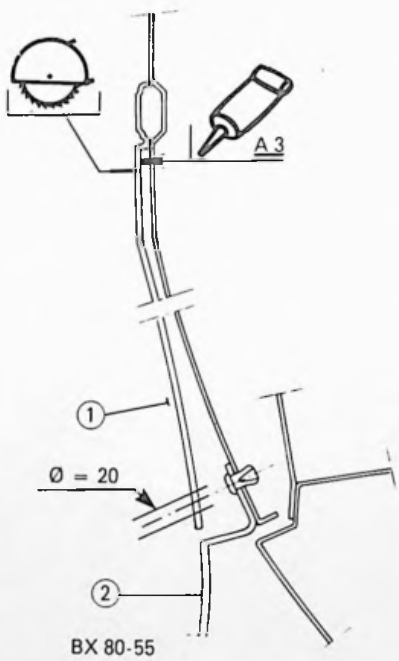
BX 85-3

Section A



BX 80-54

Section B



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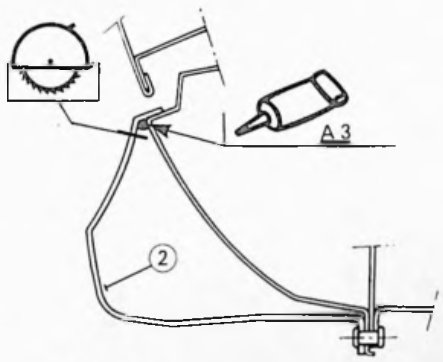
Section C



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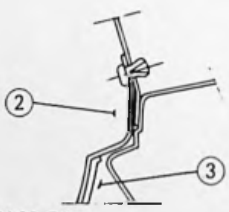

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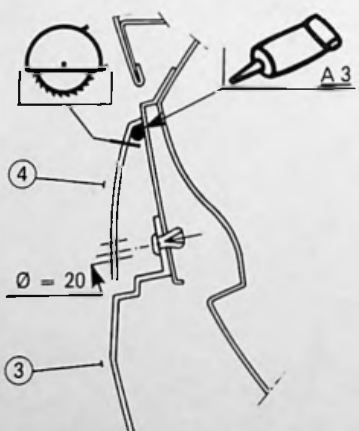

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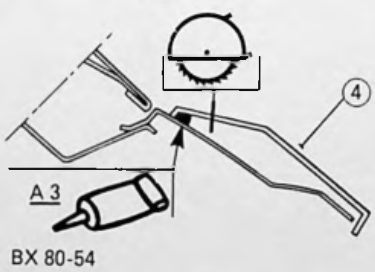
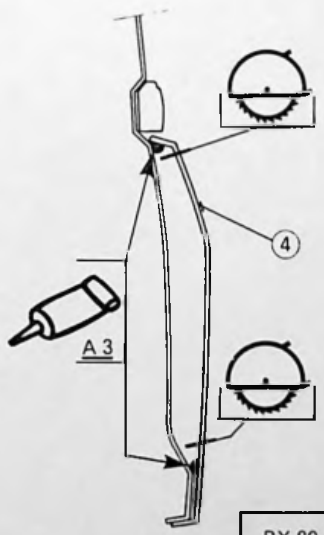


BX 80-54

Section G



BX 80-55

BX 80-55

Désignation des éléments

① Élargisseur d'aile avant
② Élargisseur de bas de caisse, partie avant
③ Élargisseur de bas de caisse, partie arrière
④ Élargisseur d'aile arrière

Points particuliers à ces éléments

Tous ces éléments sont en matériaux composites (résine polyester + fibre de verre) et pouvent être facilement réparés avec de la résine polyester KR et de la fibre de verre.
Pour mode opératoire et référence voir OP XB 840-2 ⑮ et OP XB 03 Carrosserie ⓪.

N.B. Ces éléments étant indémontables sans destruction totale, envisager leur réparation sur véhicule, si besoin procéder à leur remplacement.

DÉPOSE (de tous les éléments)

— Scier tous les éléments au ras de leur cordon de collage
(voir pointillés sur les pièces repérées ①, ②, ③, ④, et sections A, B, C, E, F, G. page ci-contre)
— Contrepercer les rivets aveugles des éléments repérés ② et ③
(6 rivets sur élément repéré ②, 4 rivets sur élément repéré ③)
— Achever la dépose des parties d'éléments collés sur caisse
(utiliser l'outil de dépose pare-brise ou spatule affutée, cutter, etc.)

DÉPOSE (des éléments bas de caisse, repère ② et ③ seulement)

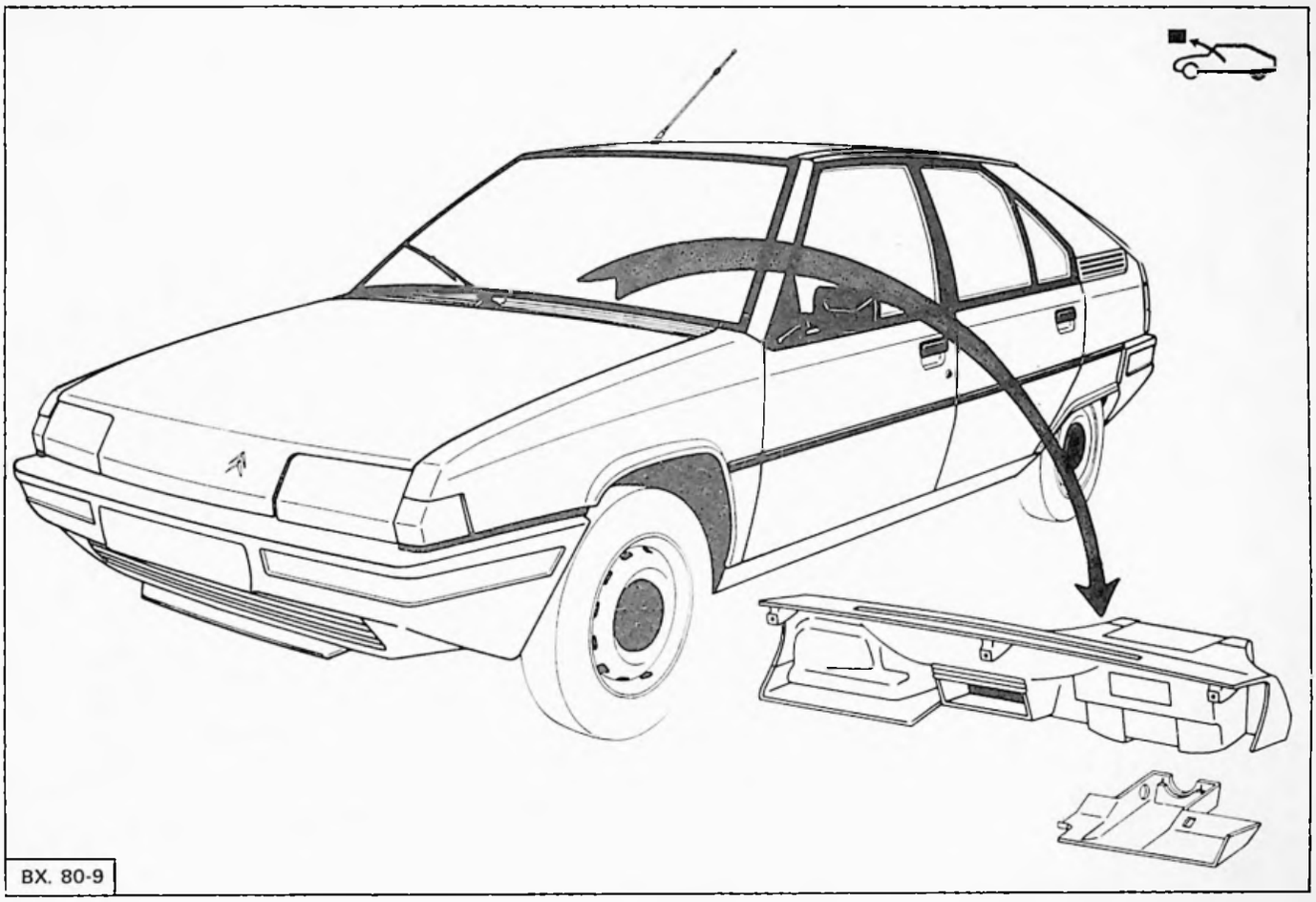
— Sur éléments repérés ① et ④ percer un trou Ø = 20 mm pour accès aux rivets de la fixation supérieur des éléments repérés ② et ③
(voir Sections B et E)
— Contrepercer les rivets aveugles des éléments repérés ② et ③
(6 rivets sur éléments repéré ②, 4 rivets sur élément repéré ③)
— Scier les éléments repérés ② et ③ au ras de leur cordon de collage (voir Section C)
— Achever la dépose des parties d'éléments collés sur le bas de caisse

POSE (de tous les éléments)

— Dégraisser les zones de collage
— Appliquer une couche de primaire sur les éléments dans leur zone de collage
(zones repérées en pointillés sur éléments ①, ②, ③, ④)
— Extruder un cordon de collage sur les éléments dans leur zone de collage
(référence produit voir OP XB 03 Carroserie ⓪)
— Positionner les éléments de bas de caisse repérés ② et ③ et les fixer à l'aide de rivets aveugles (6 rivets sur élément repéré ②, 4 rivets sur élément repéré ③)
— Positionner les éléments repérés ① et ④, les maintenir en place à l'aide de ruban adhésif (2 h. environ)

POSE (des éléments bas de caisse, repère ② et ③ seulement)

— Dégraisser les zones de collage
— Appliquer une couche de primaire sur les éléments dans leur zone de collage
(zones repérées en pointillés sur éléments ② ③)
— Extruder un cordon de collage sur les éléments dans leur zone de collage
(référence produit voir OP XB 03 Carrosserie ⓪)
— Positionner les éléments de bas de caisse repérés ② et ③ et les fixer à l'aide de rivets aveugles (6 rivets sur élément repéré ②, 4 rivets sur élément repéré ③)
— Obturer les trous Ø = 20 mm réalisés lors de la dépose sur les éléments repérés ① et ④
(Utiliser les matériaux de réparation, résine polyester KR + Fibre de verre)
— Procéder aux retouches peinture nécessaires.



BX. 80-9

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82-2565

82-2545

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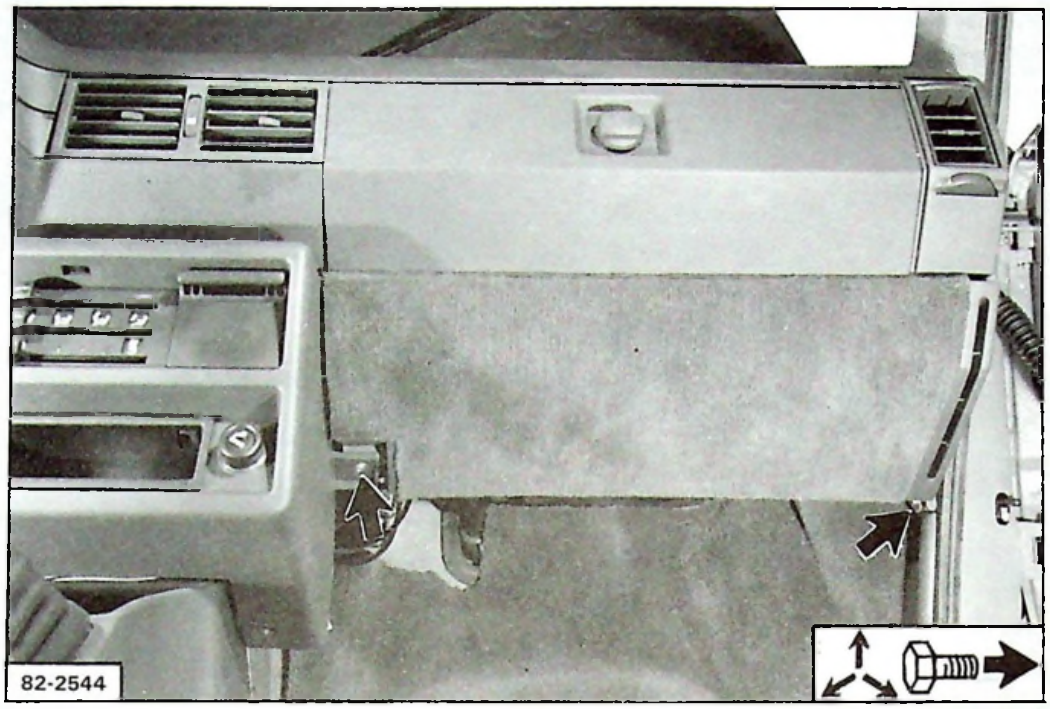
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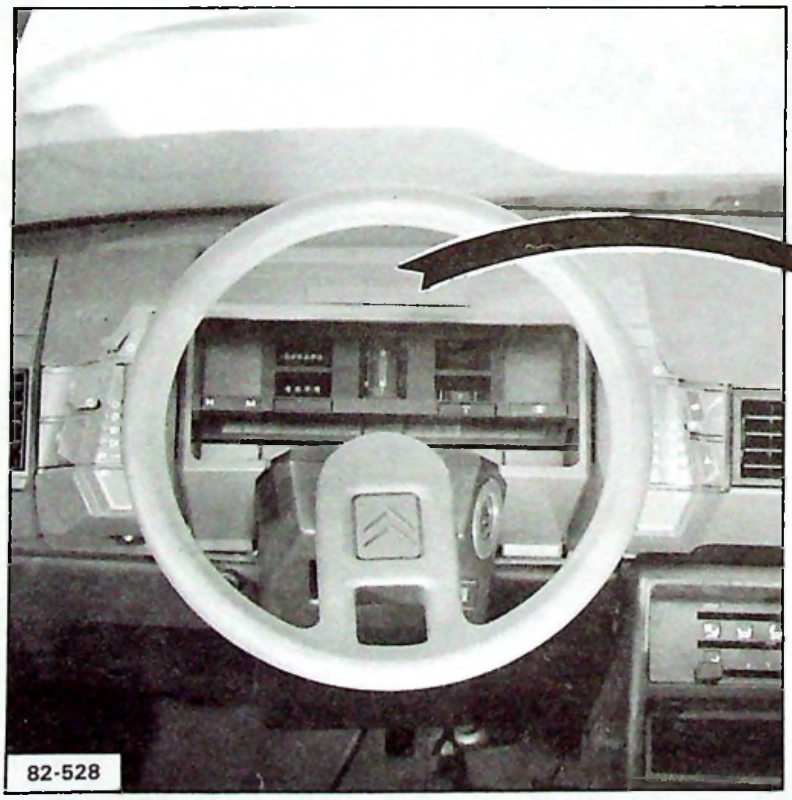
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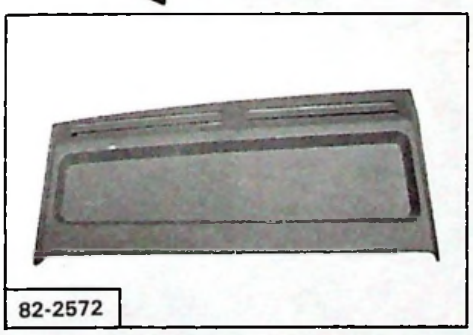
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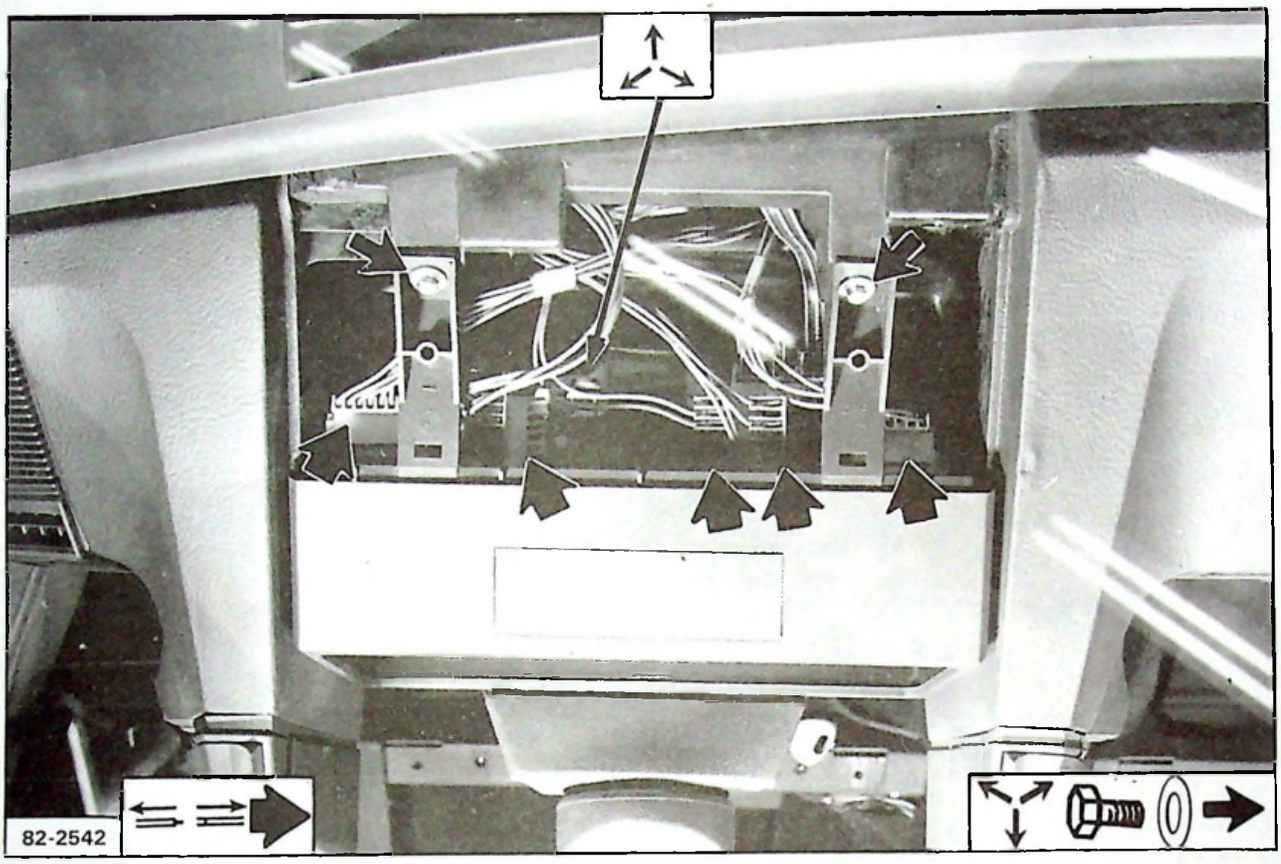
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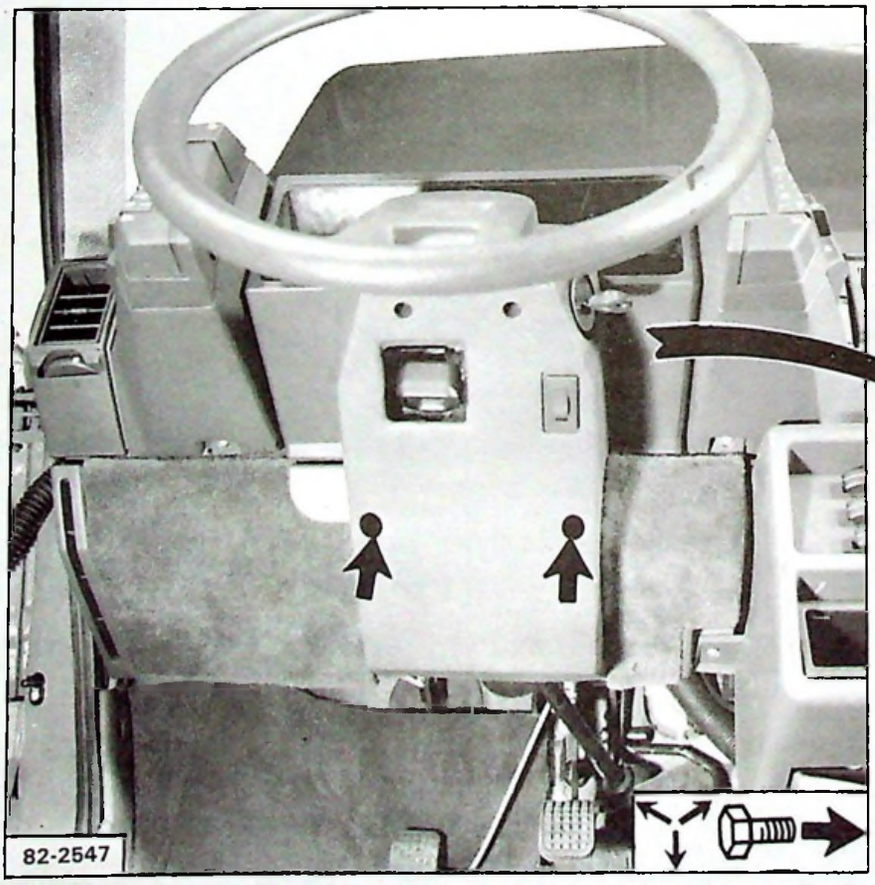
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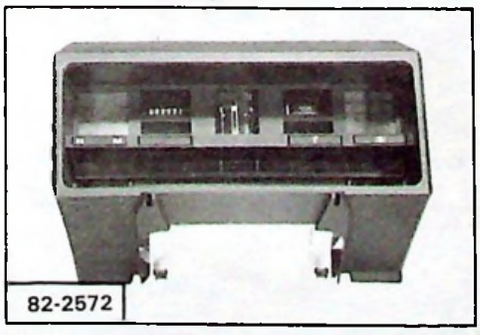
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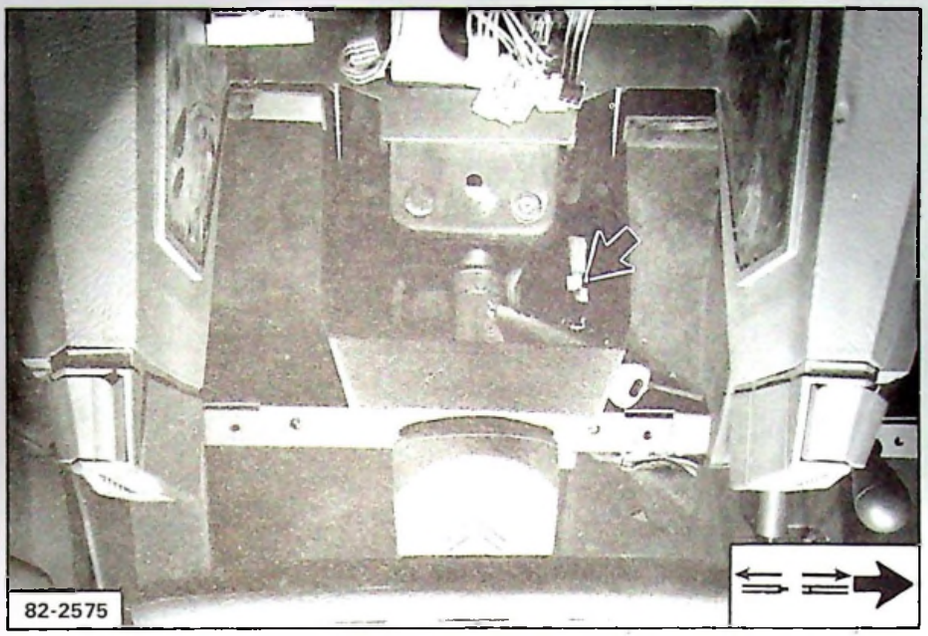
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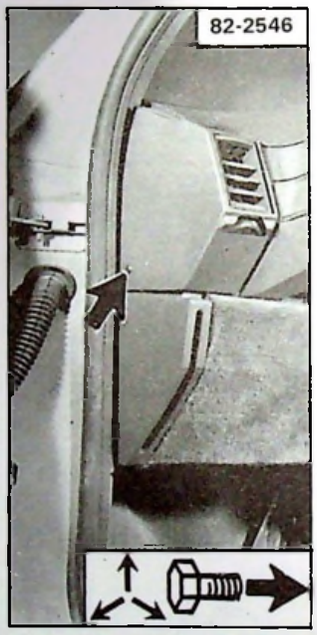
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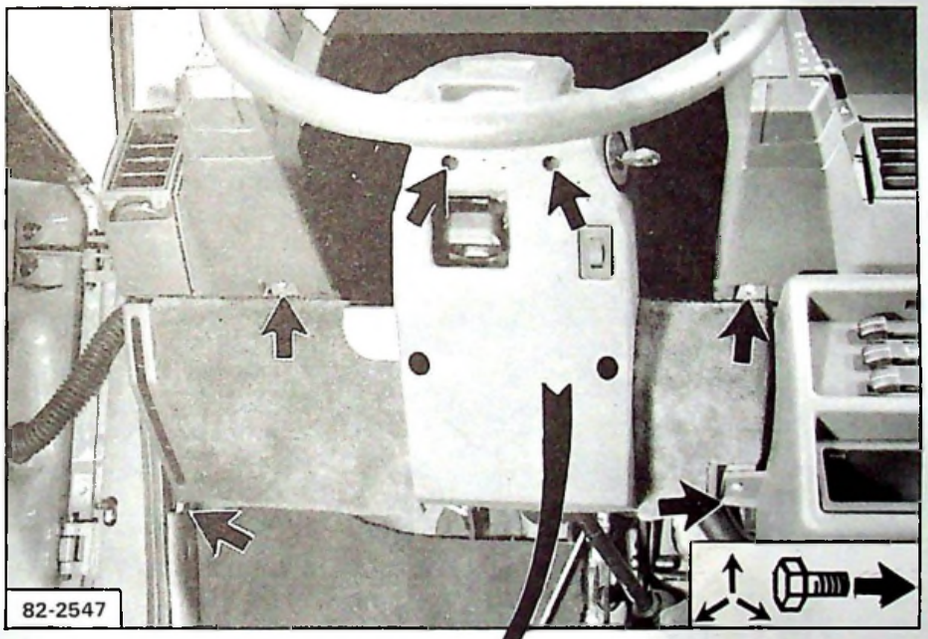
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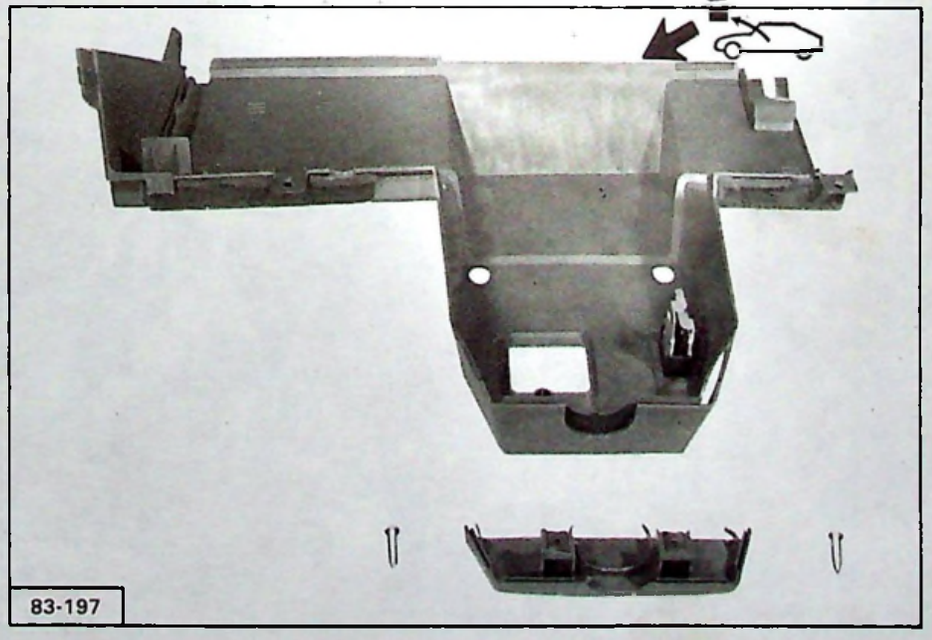
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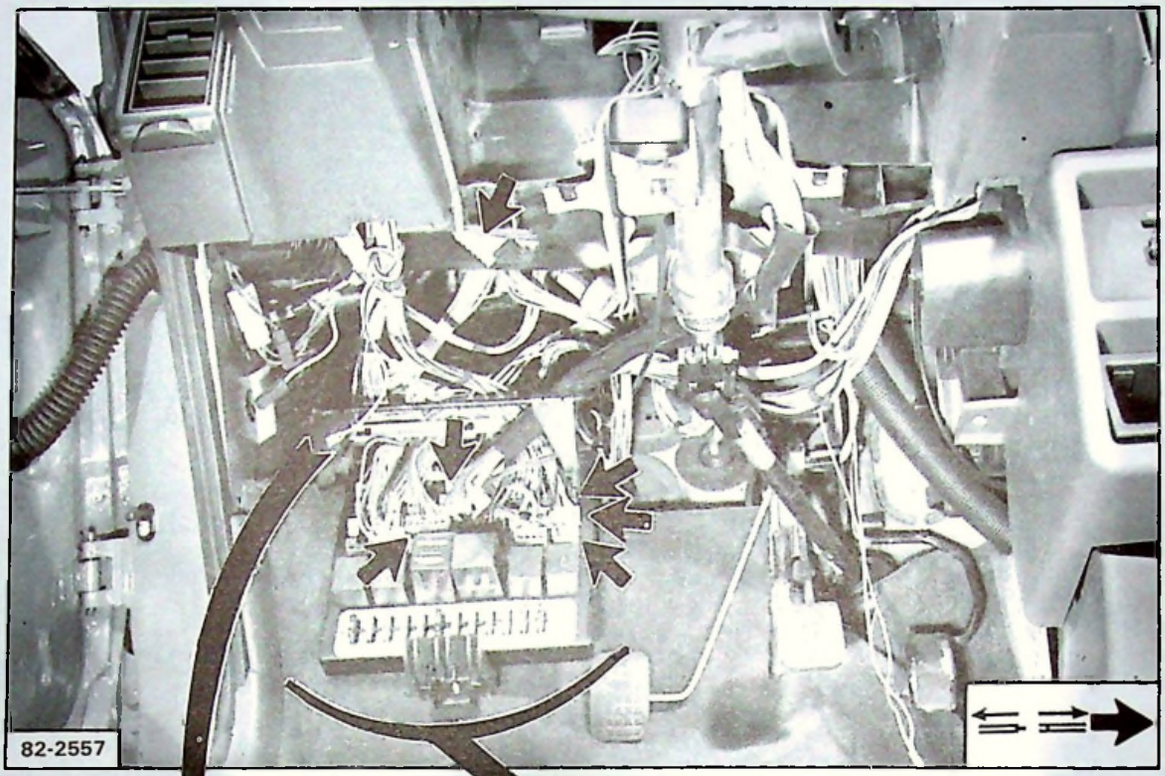
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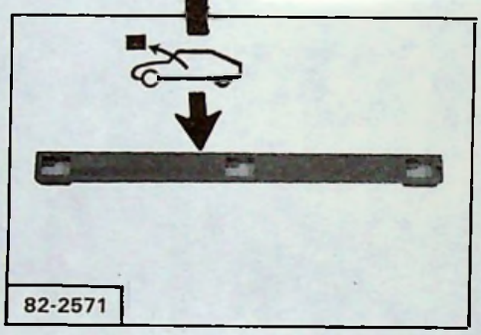
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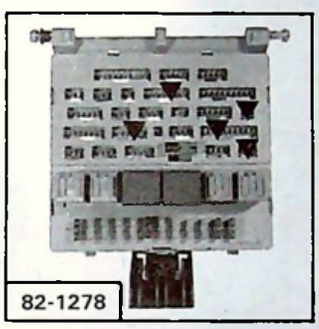
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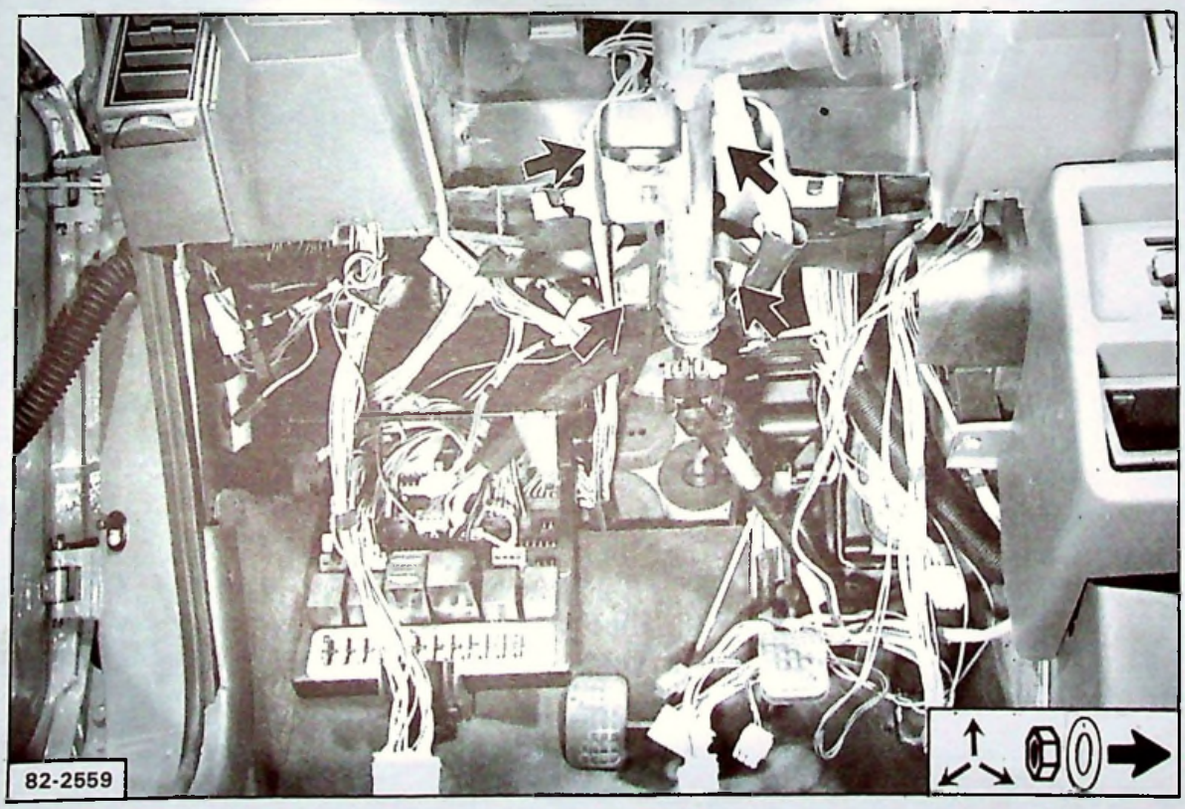
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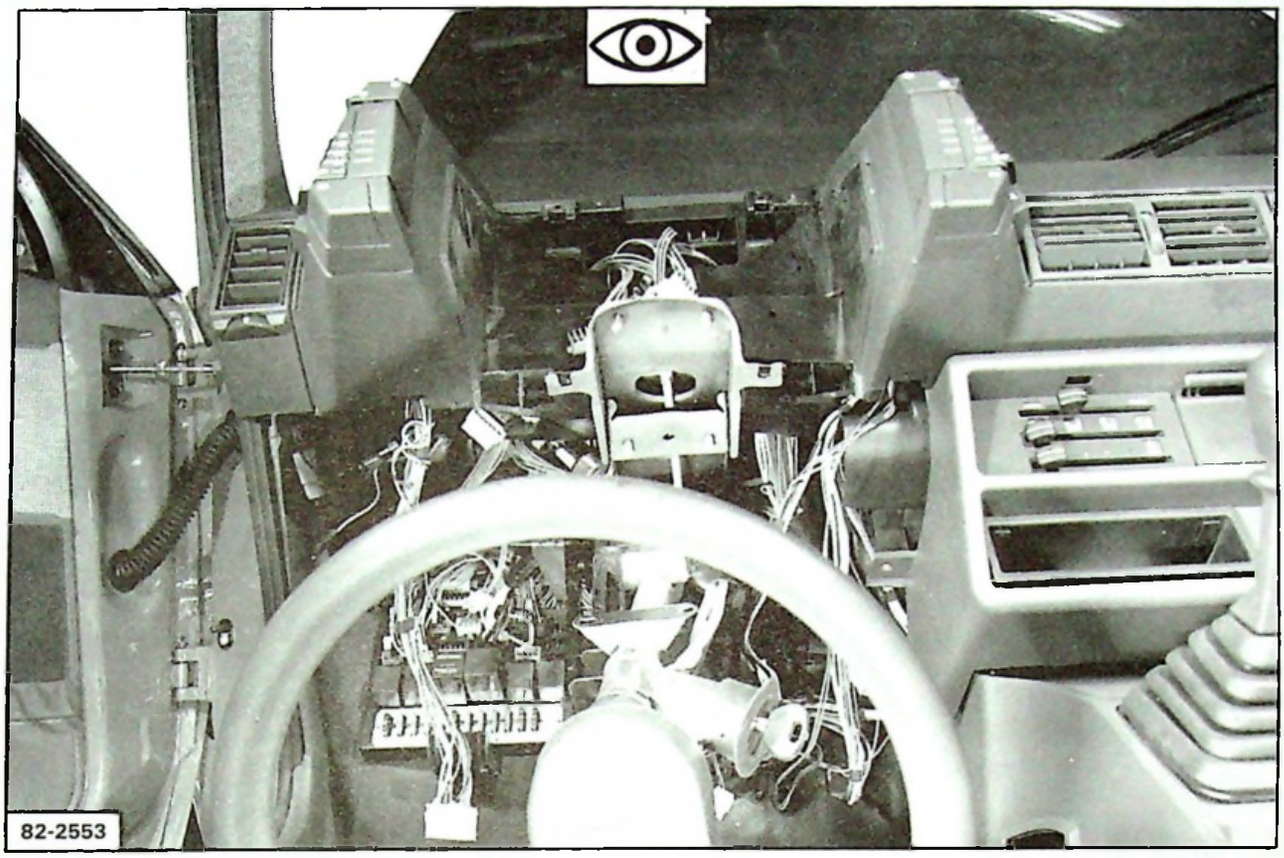
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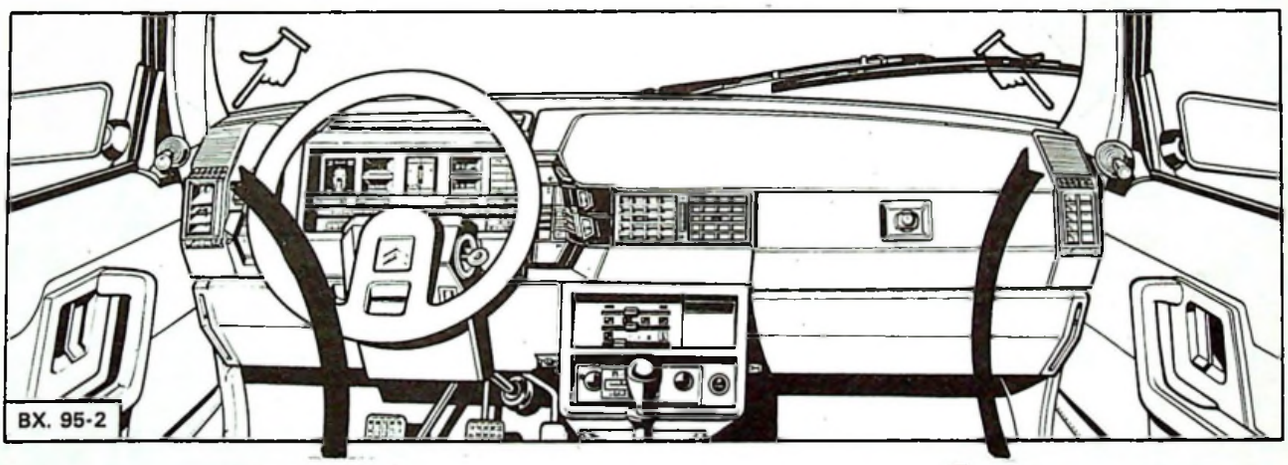
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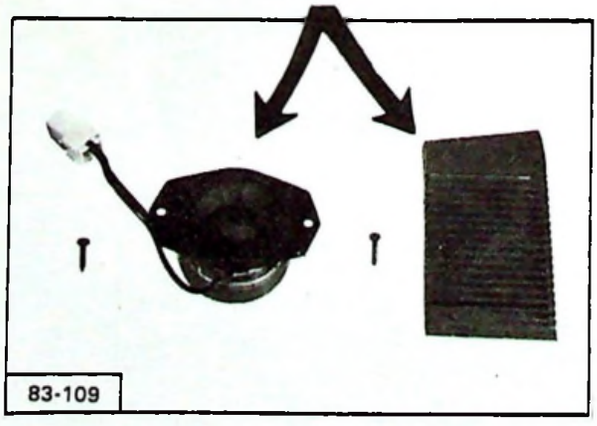
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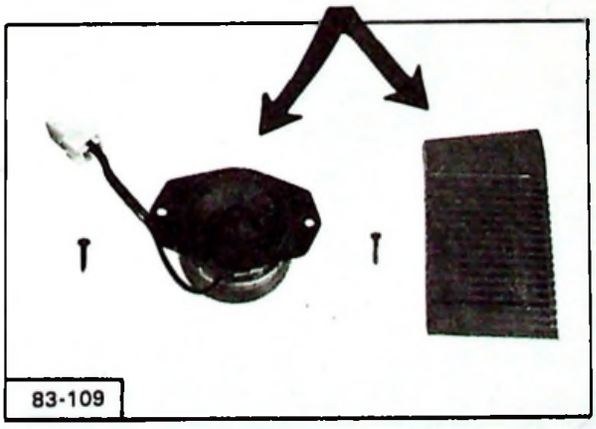
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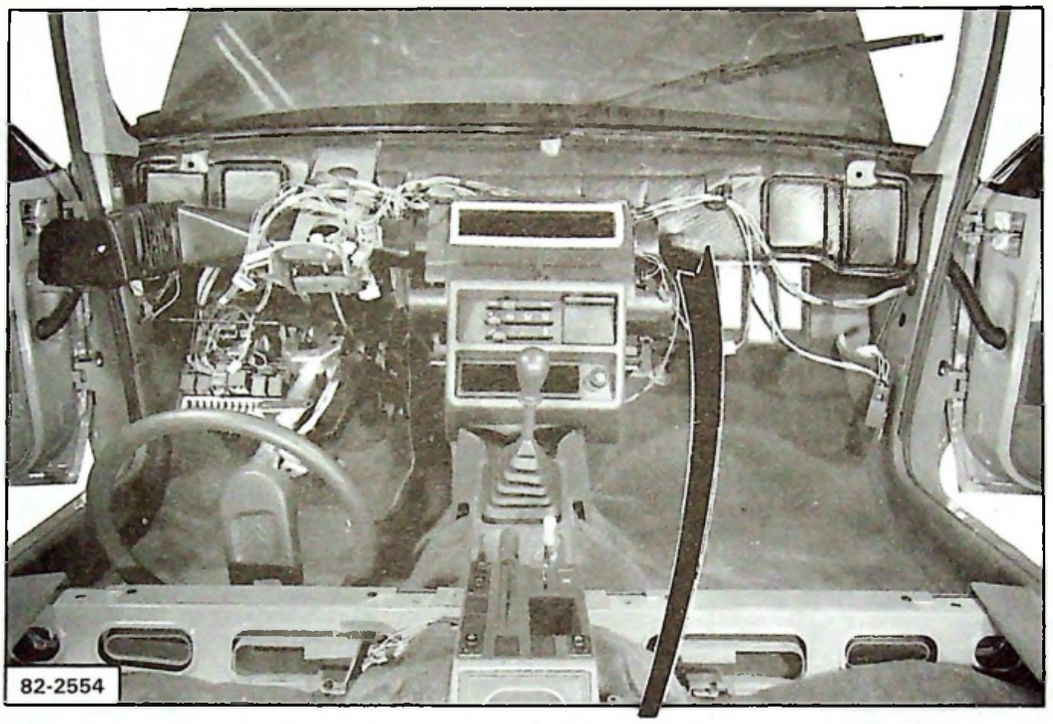
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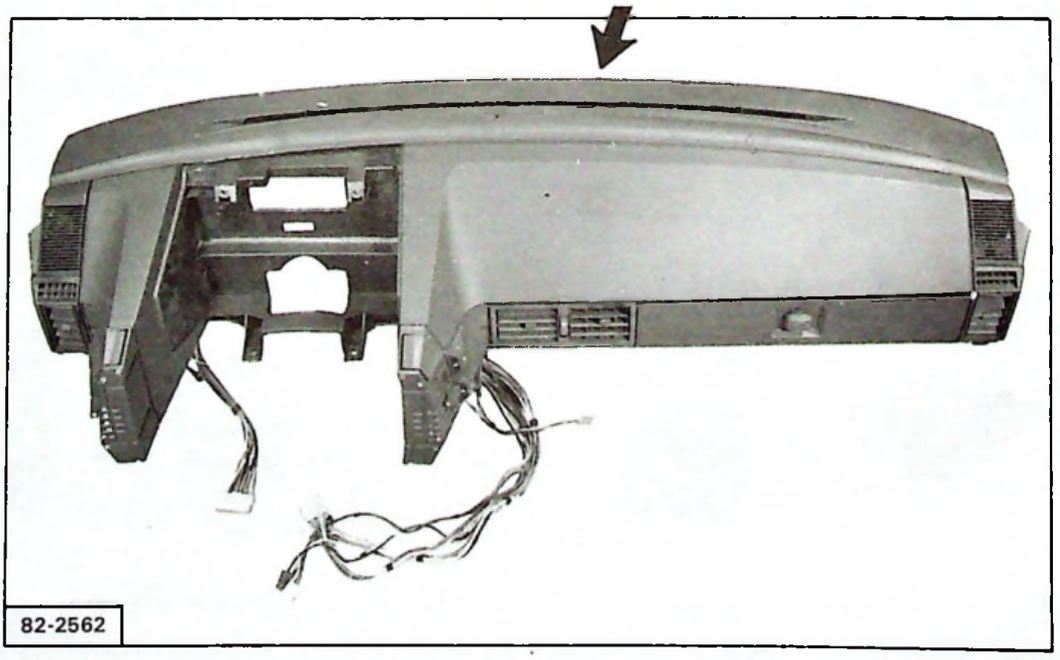
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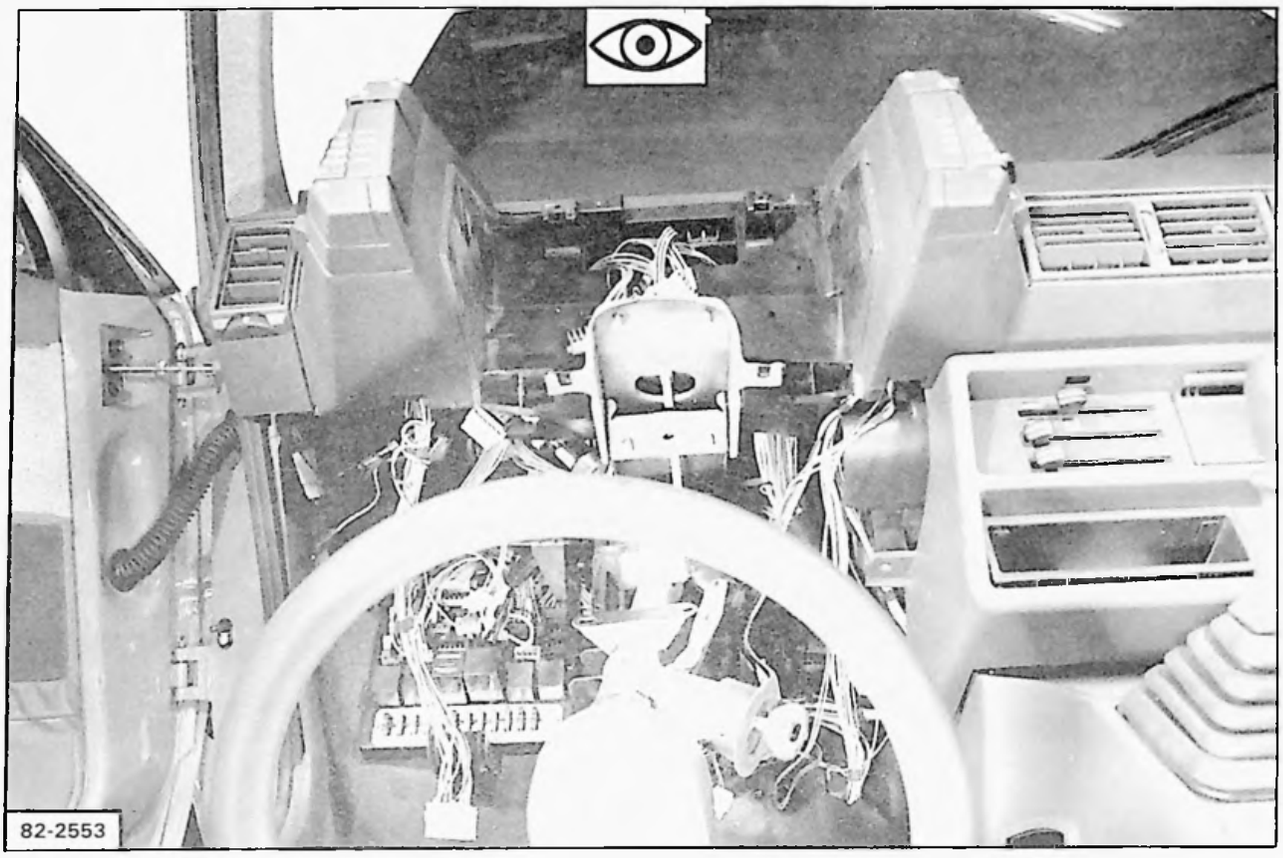
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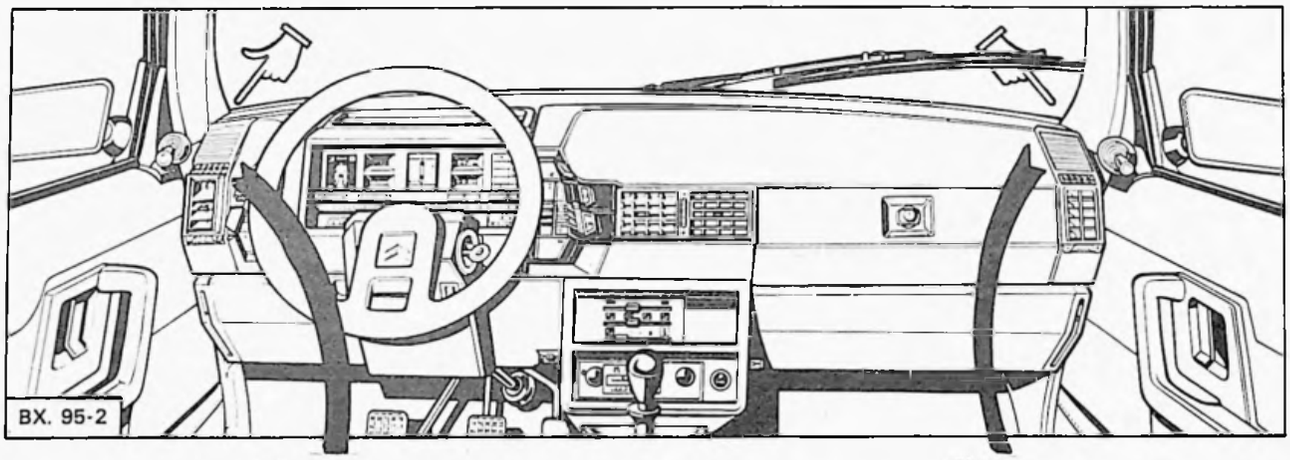
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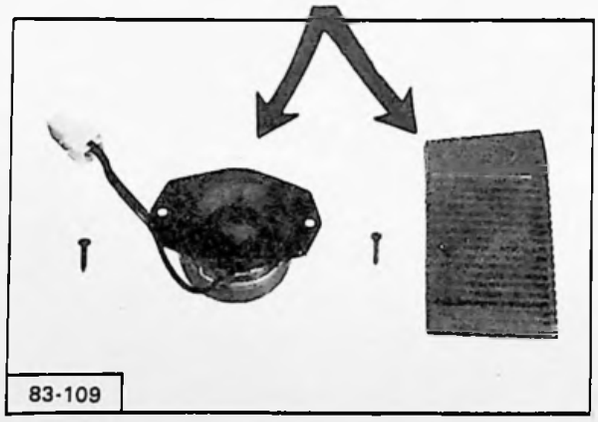
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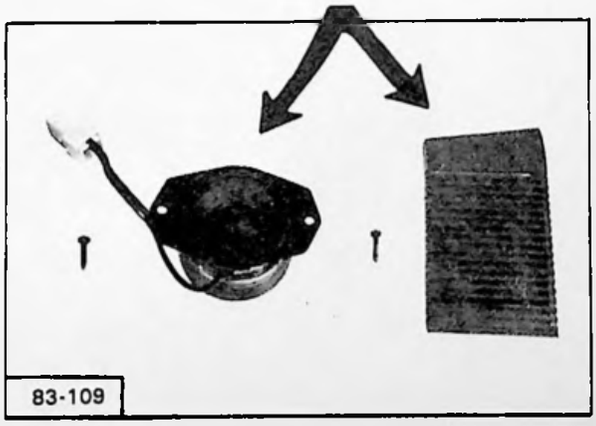
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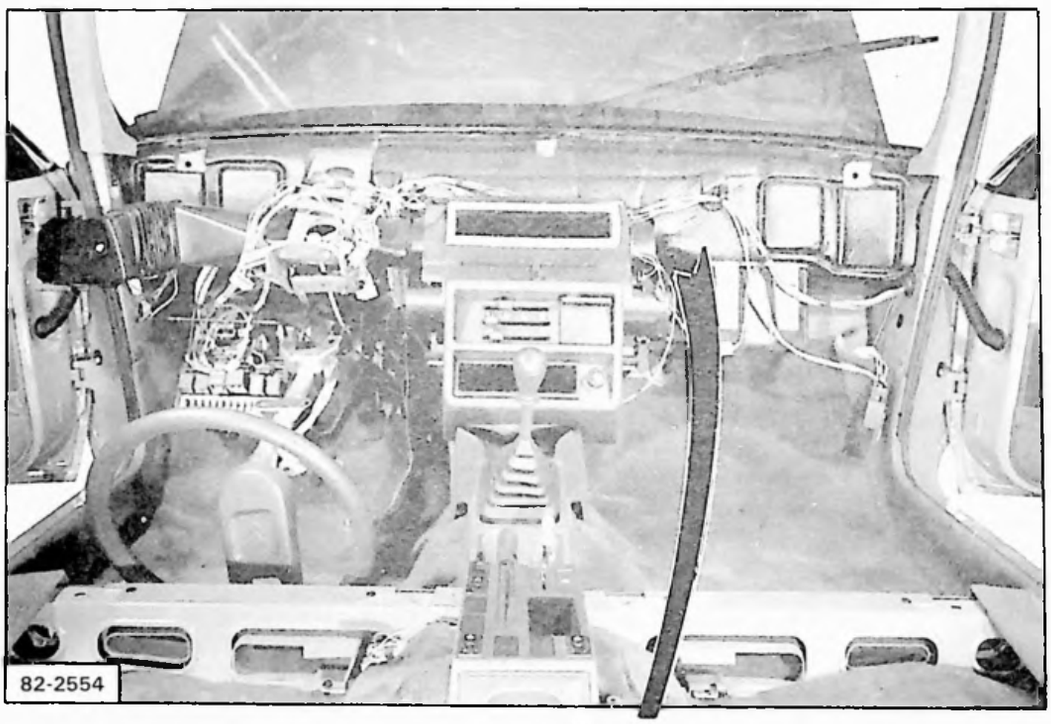
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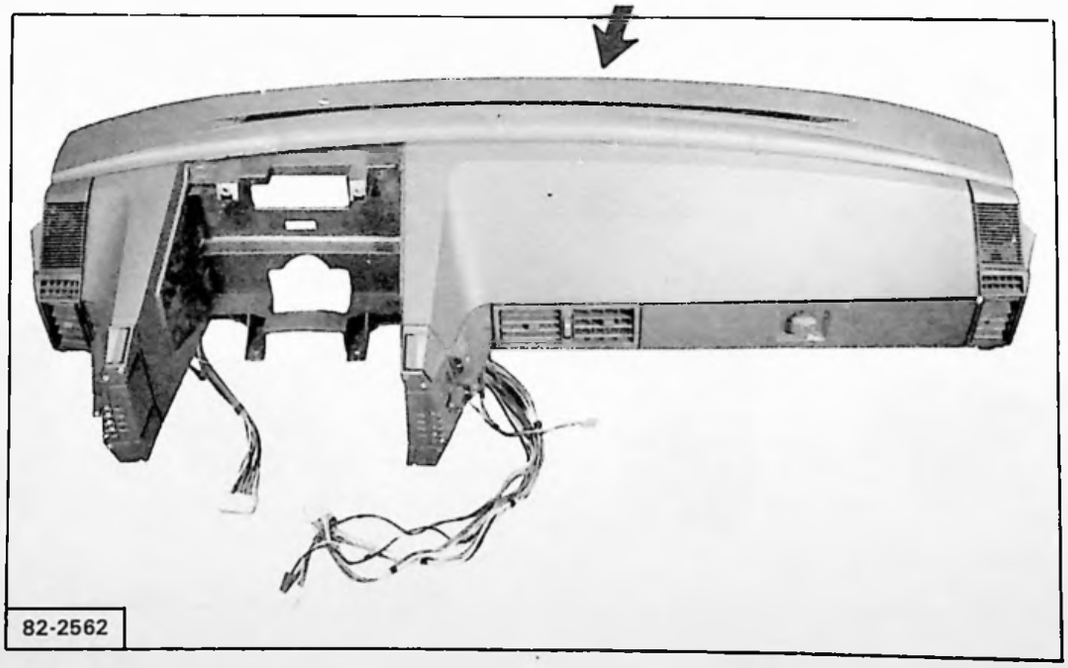
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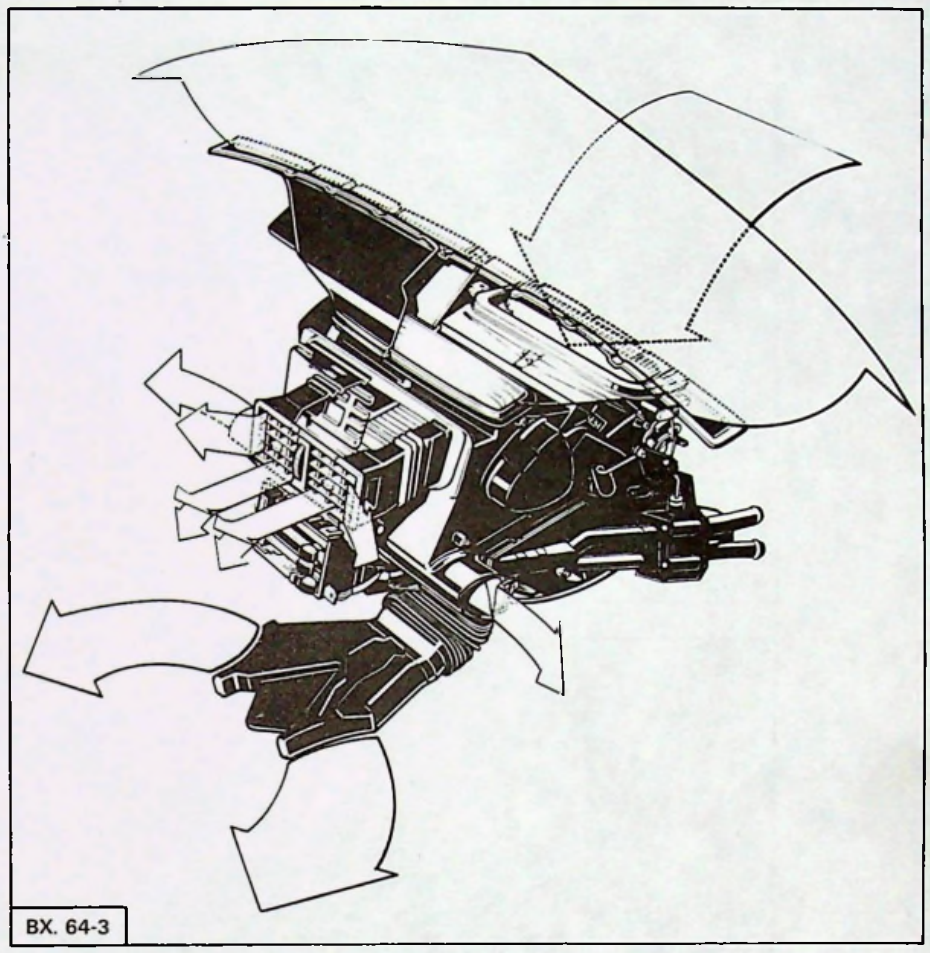

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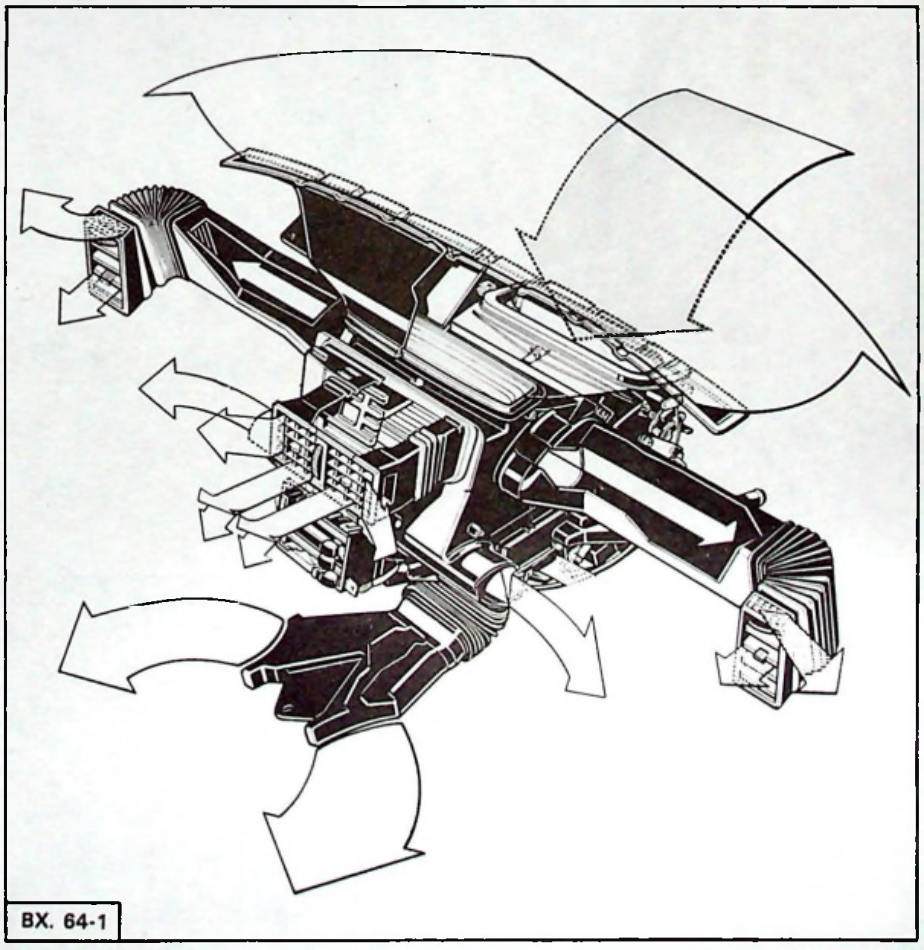
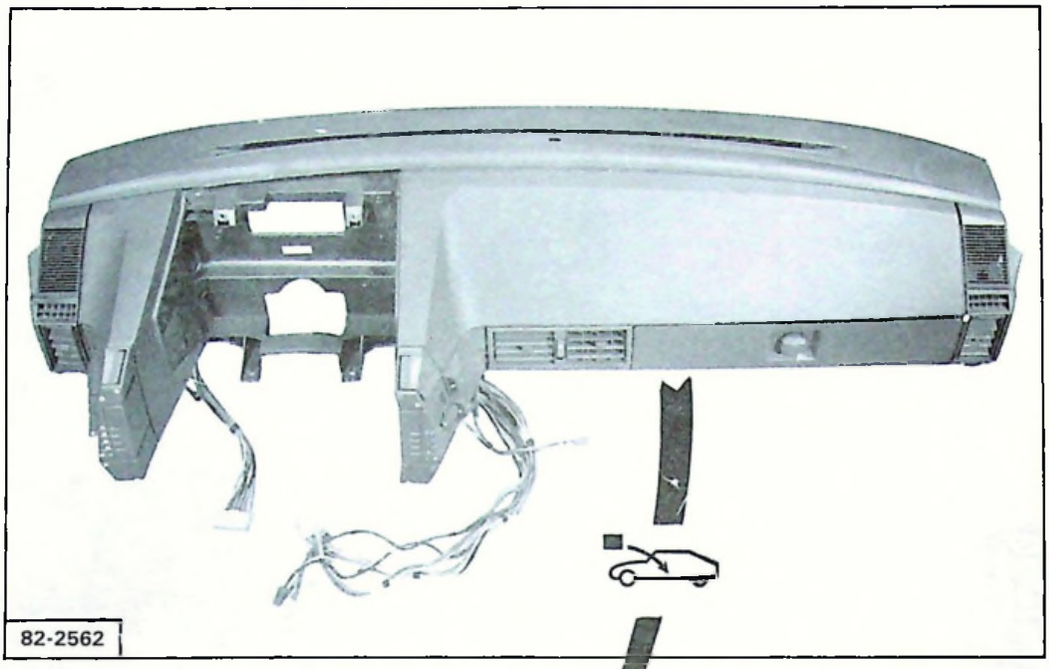


BX. 64-1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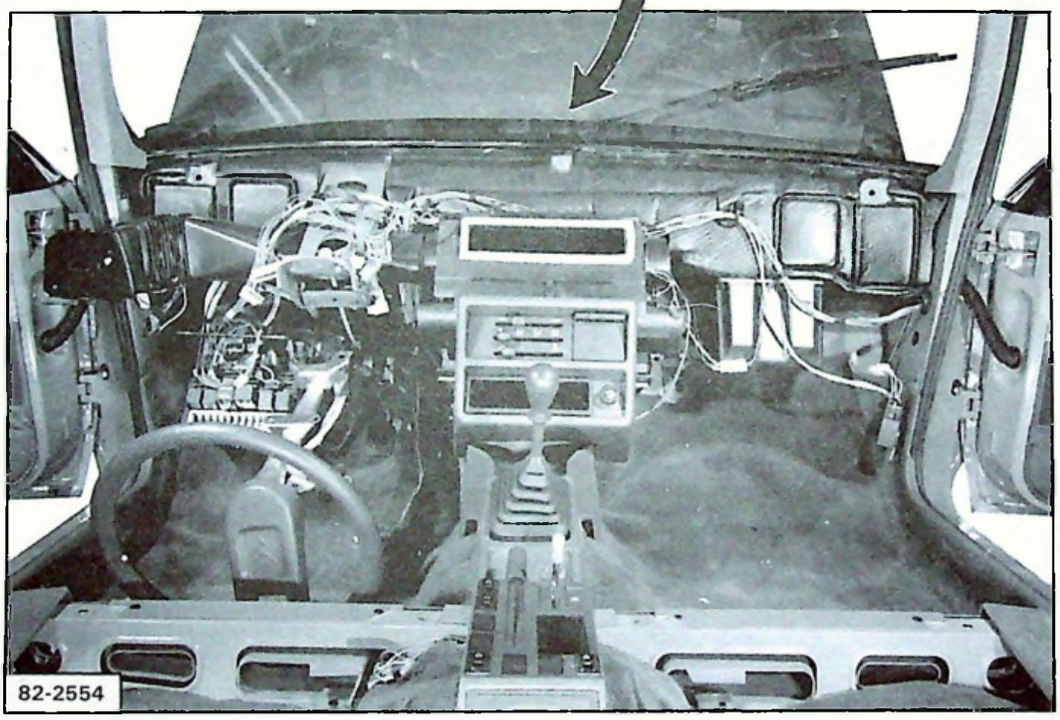
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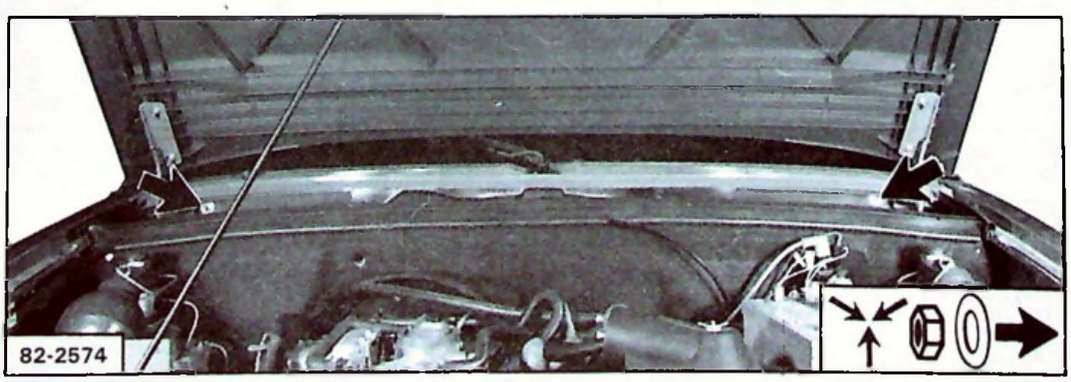
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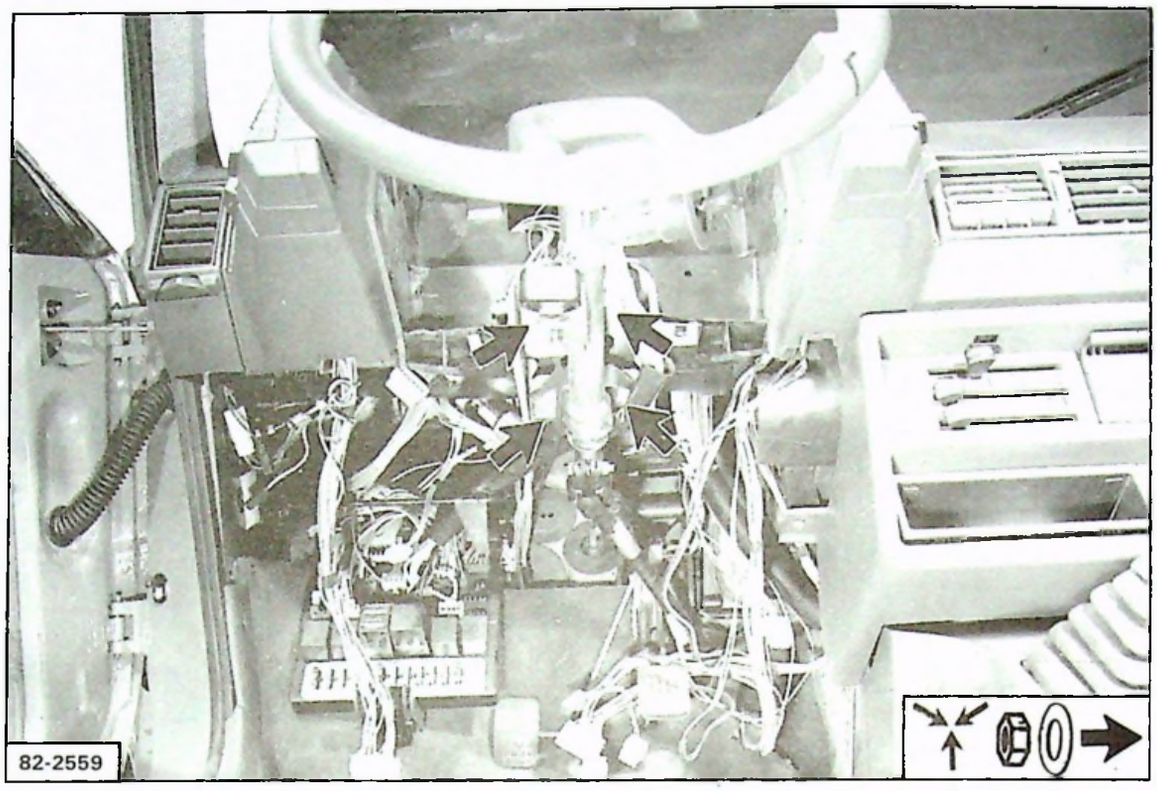
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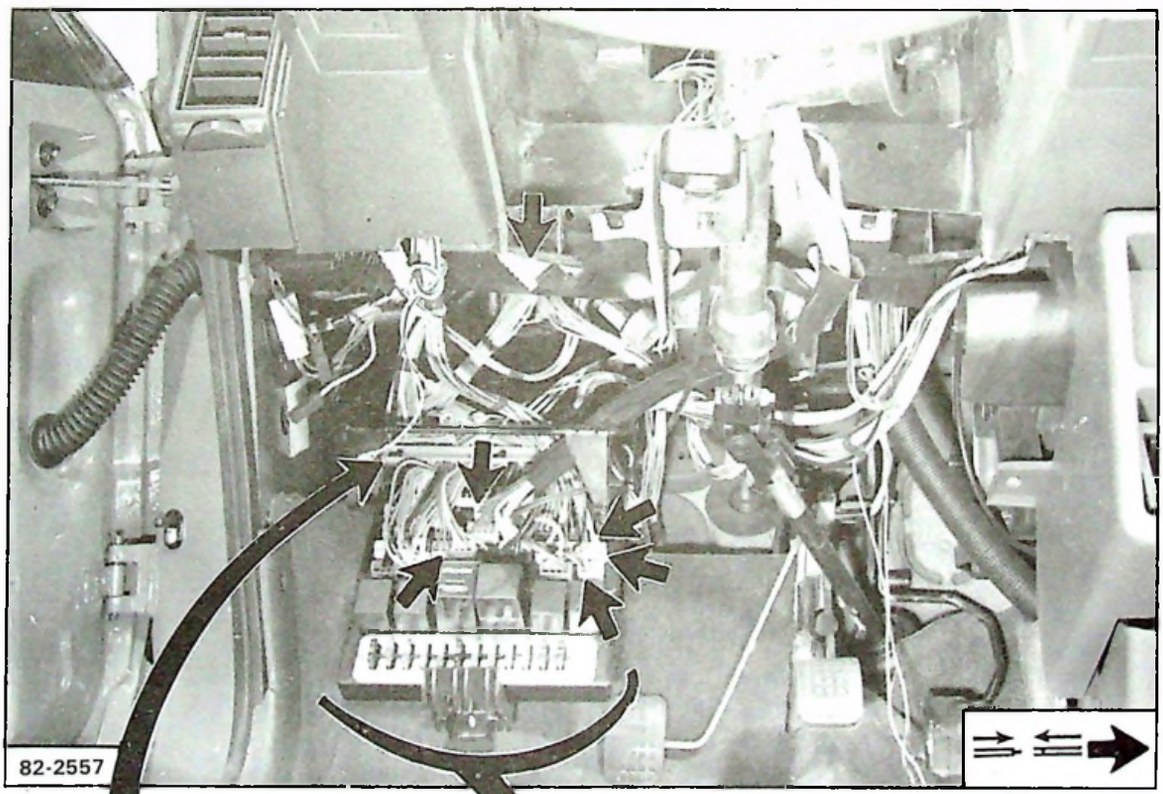
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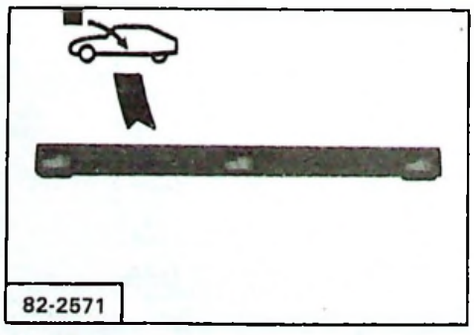
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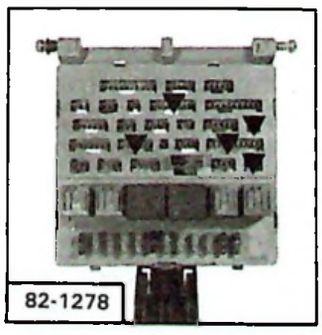
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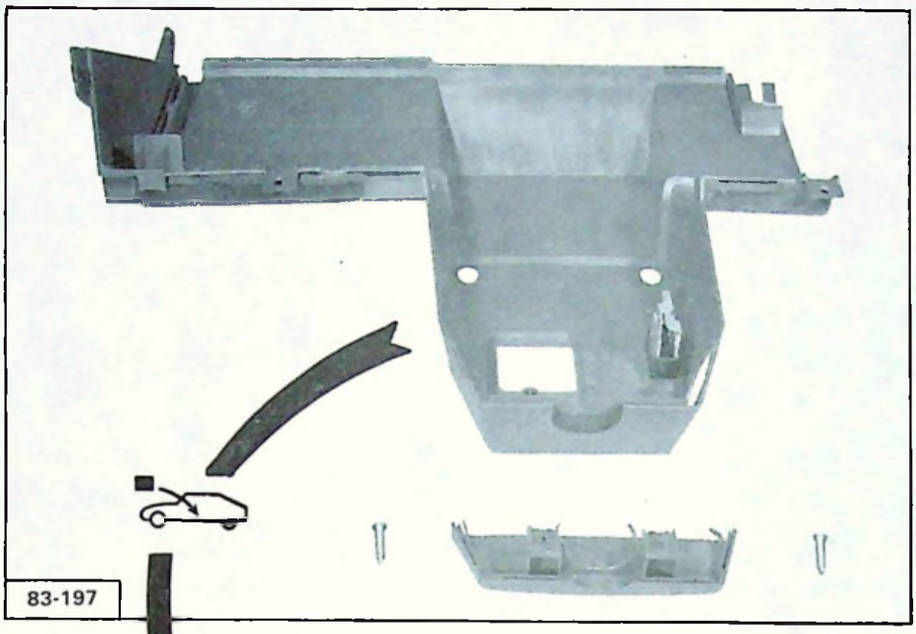
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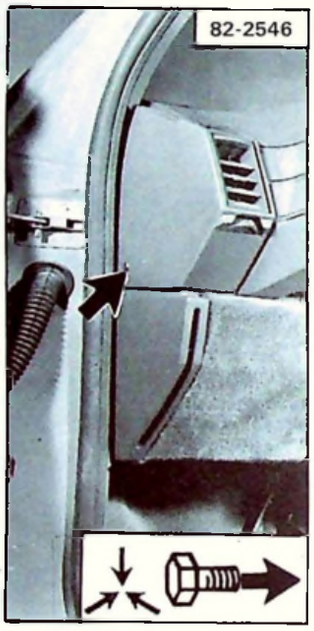
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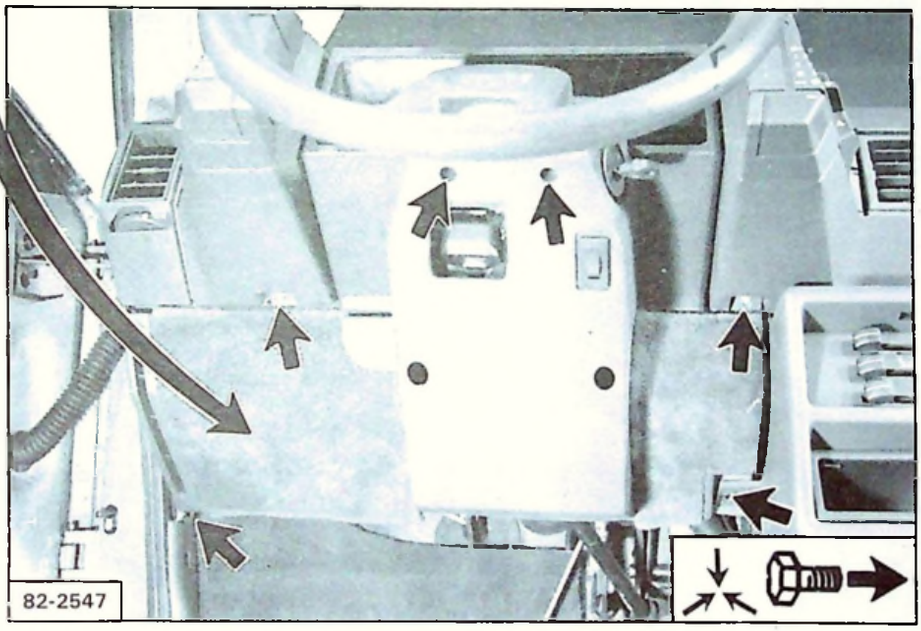
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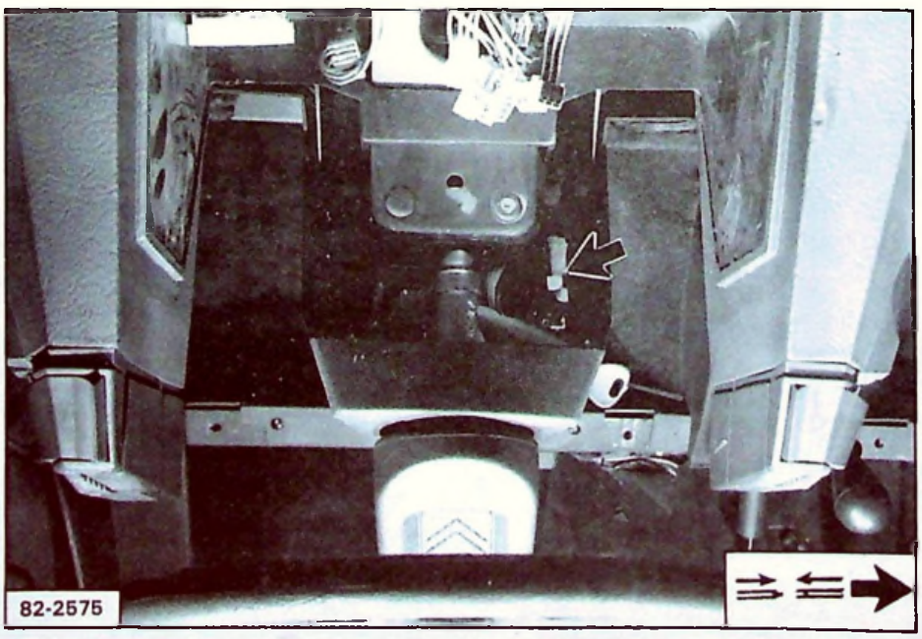
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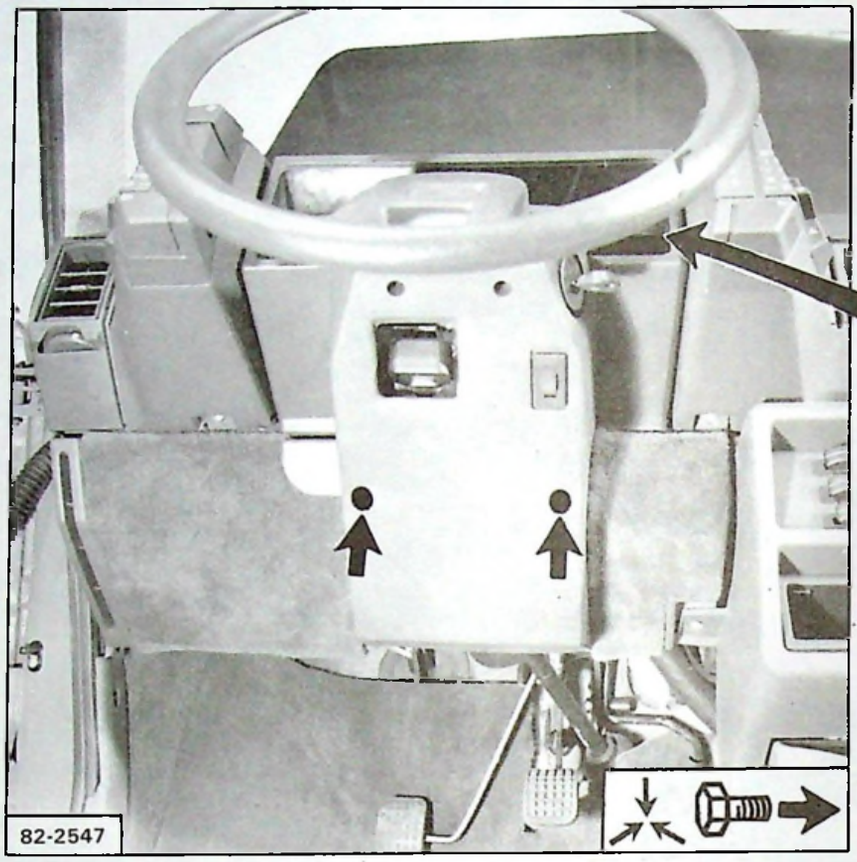
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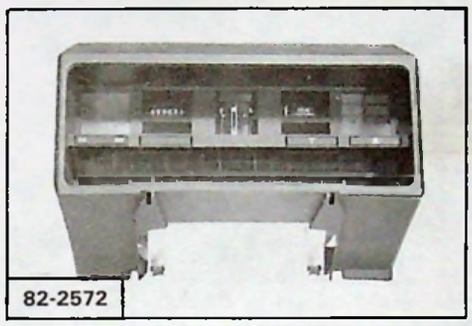
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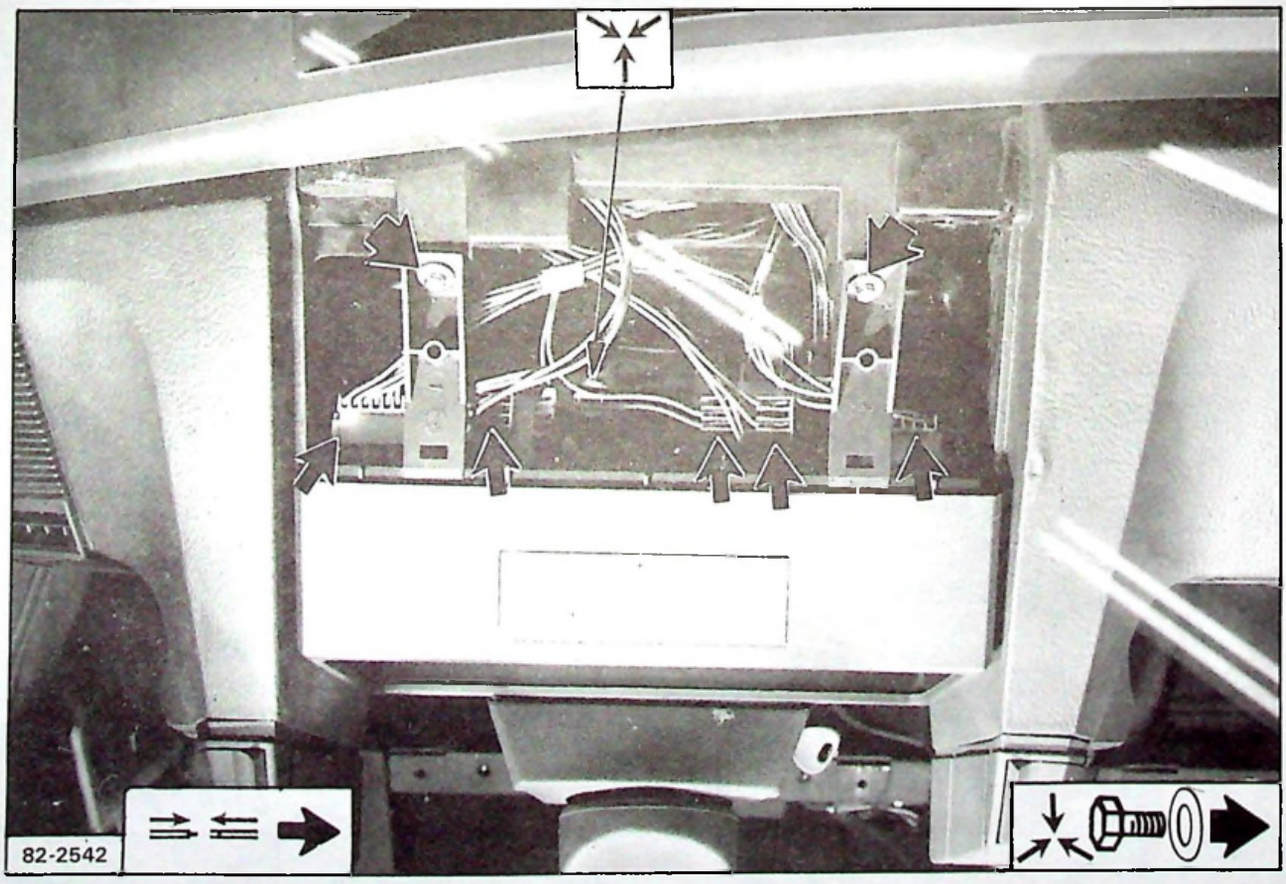
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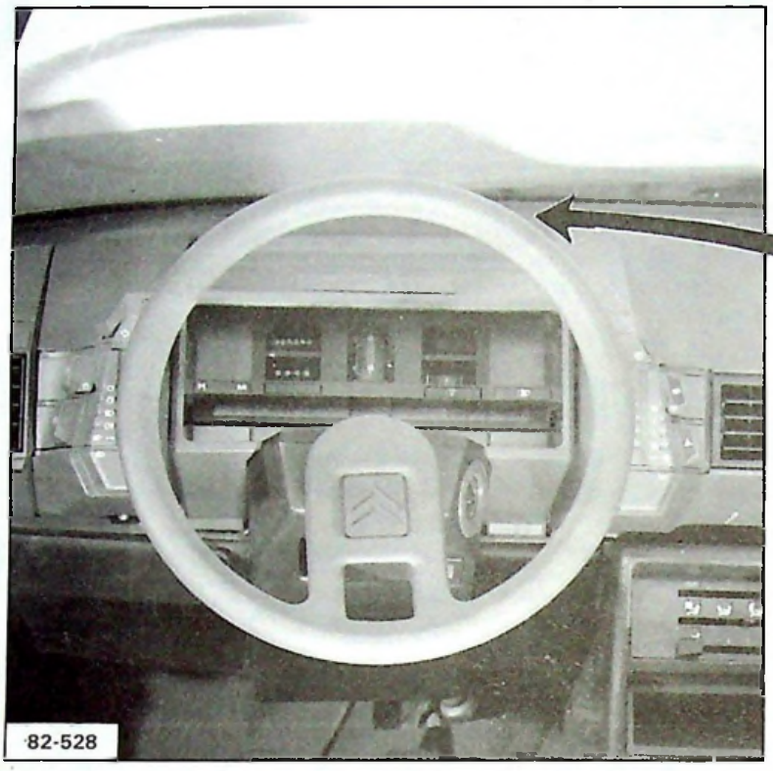
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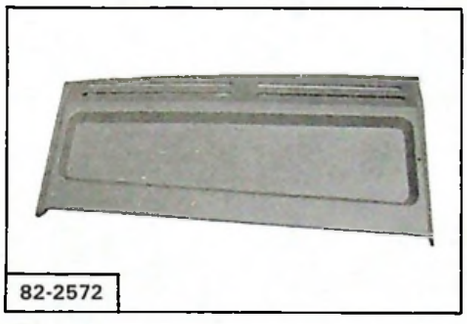
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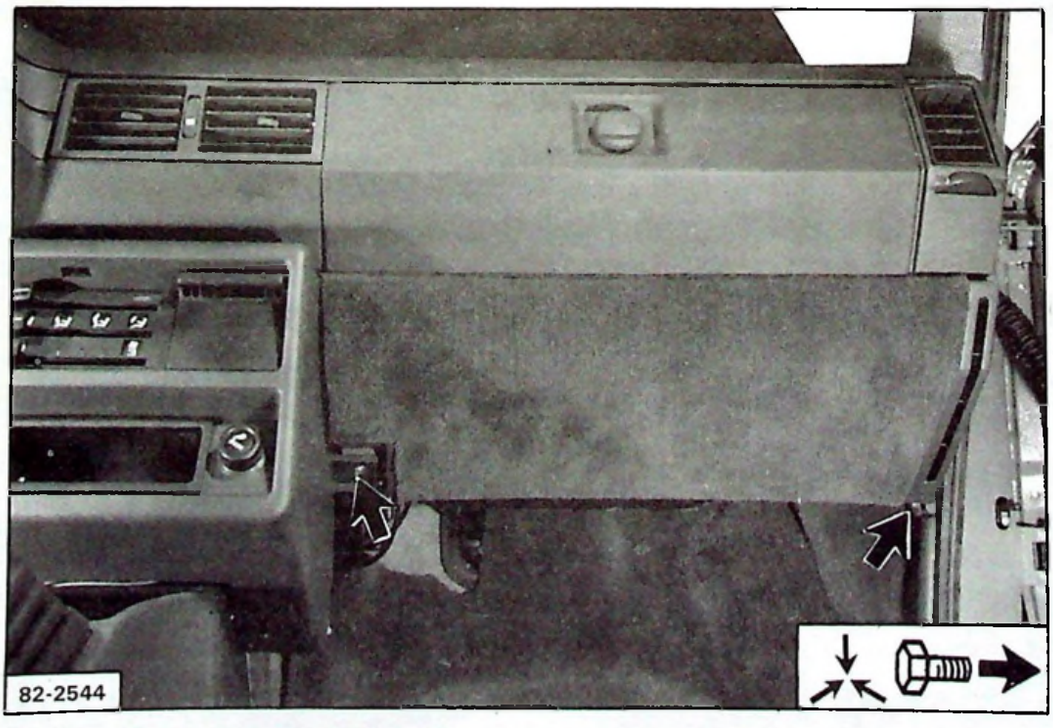
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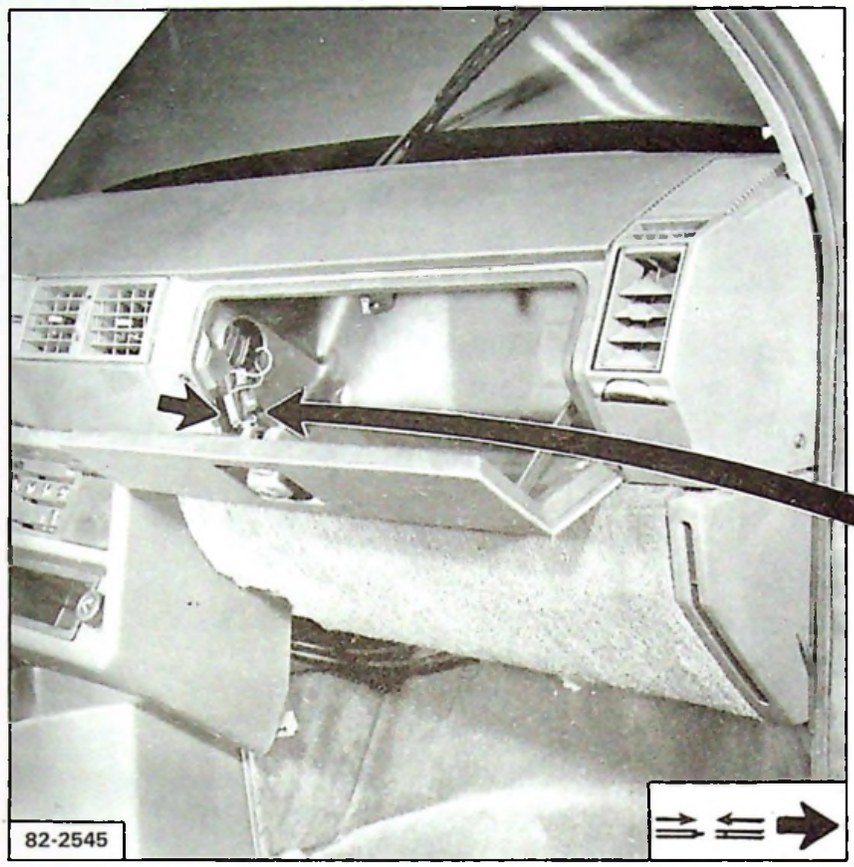
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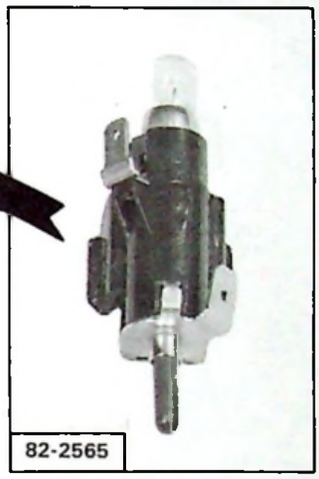
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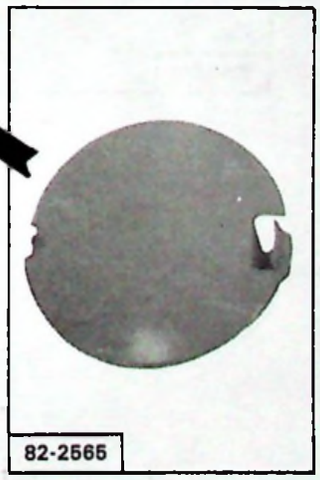
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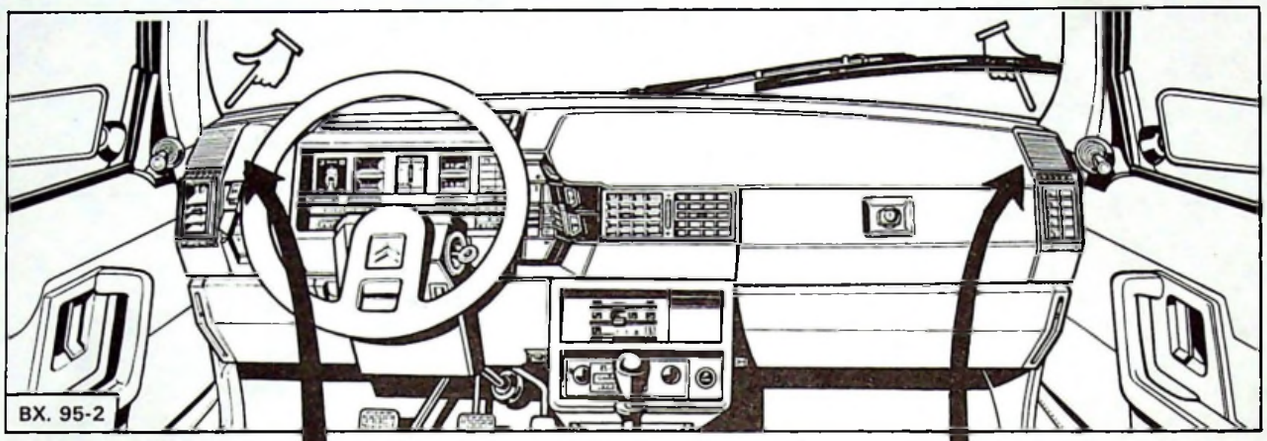
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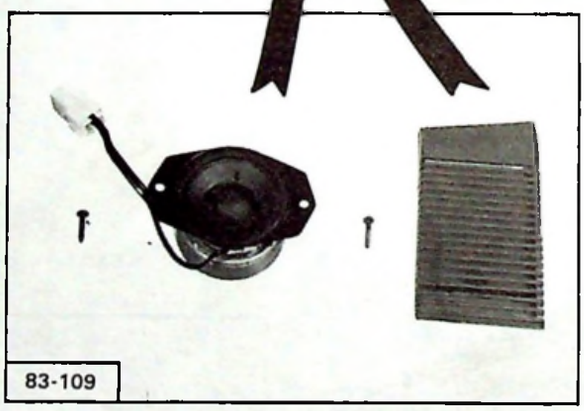
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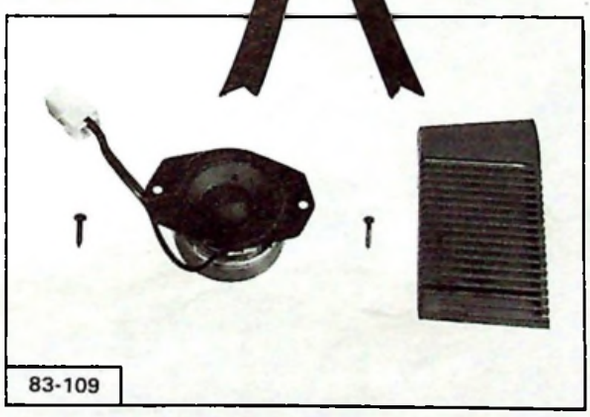
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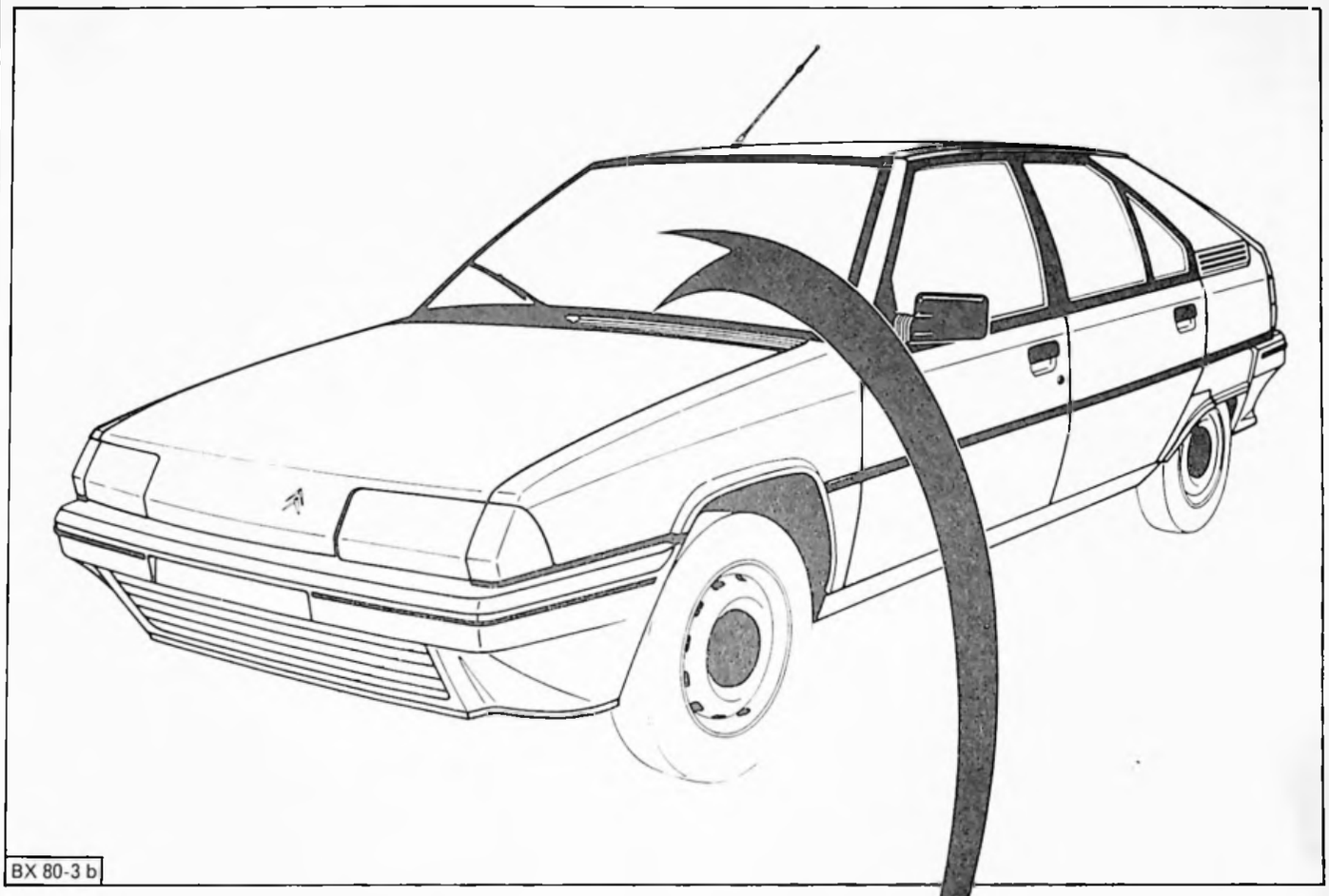

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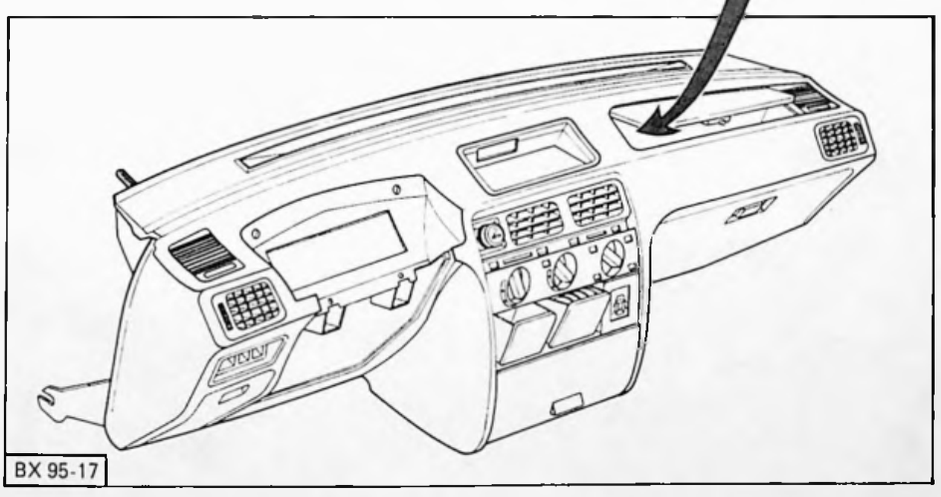

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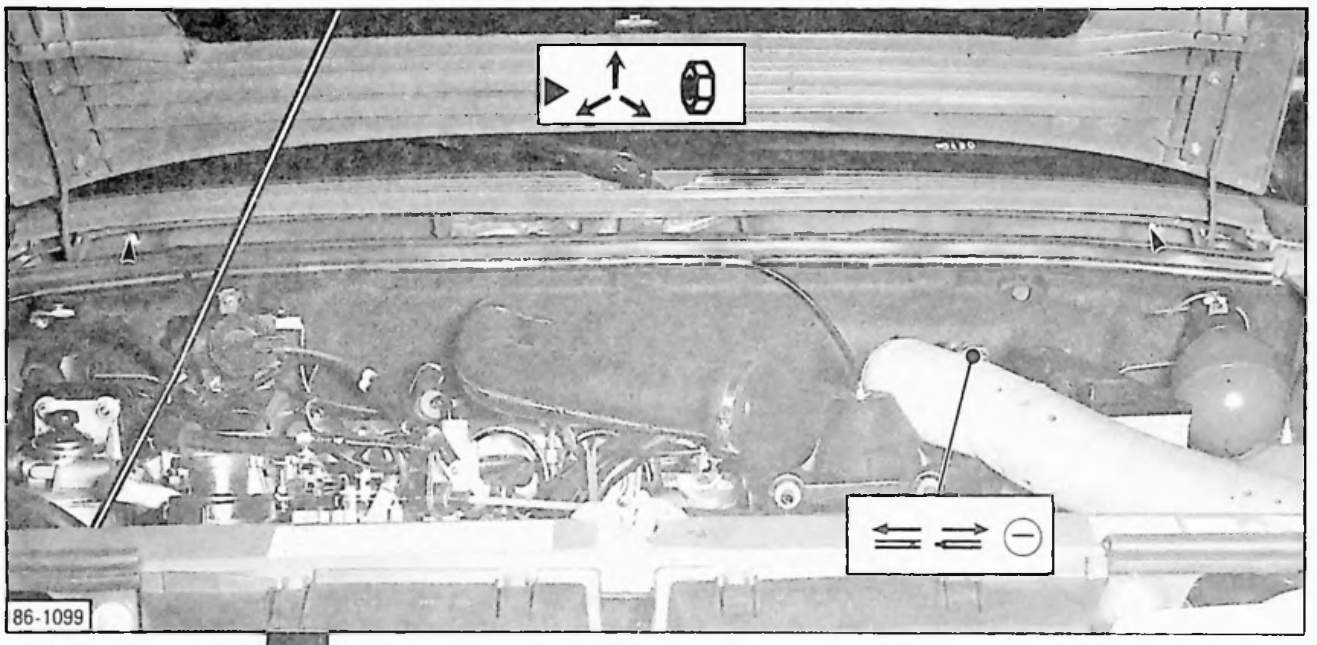
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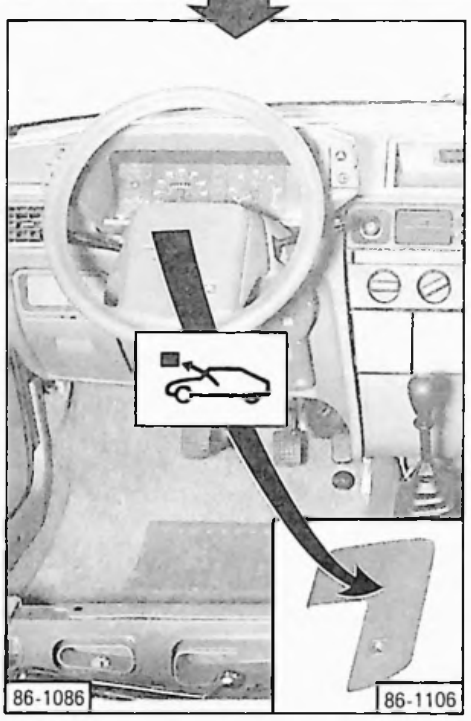
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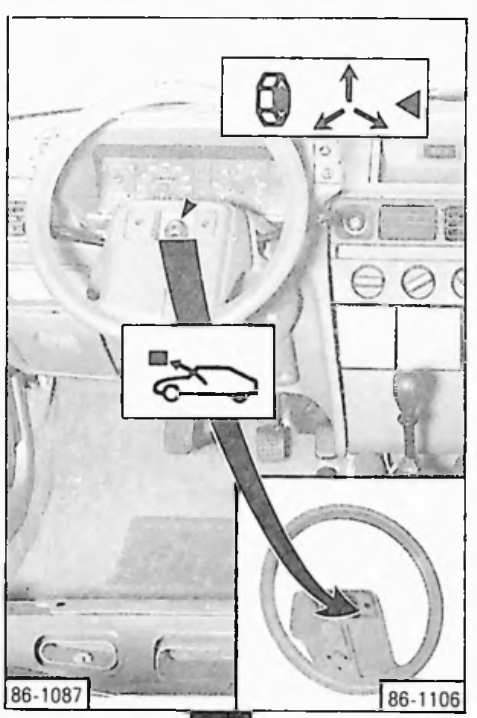
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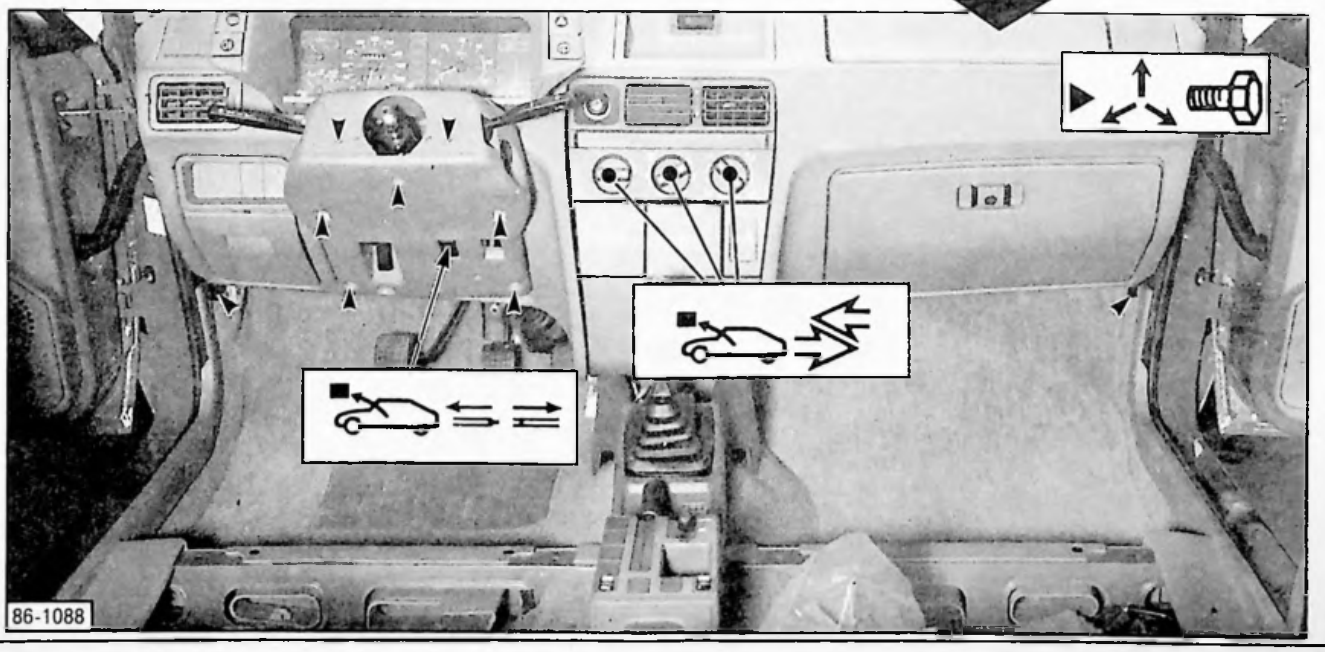
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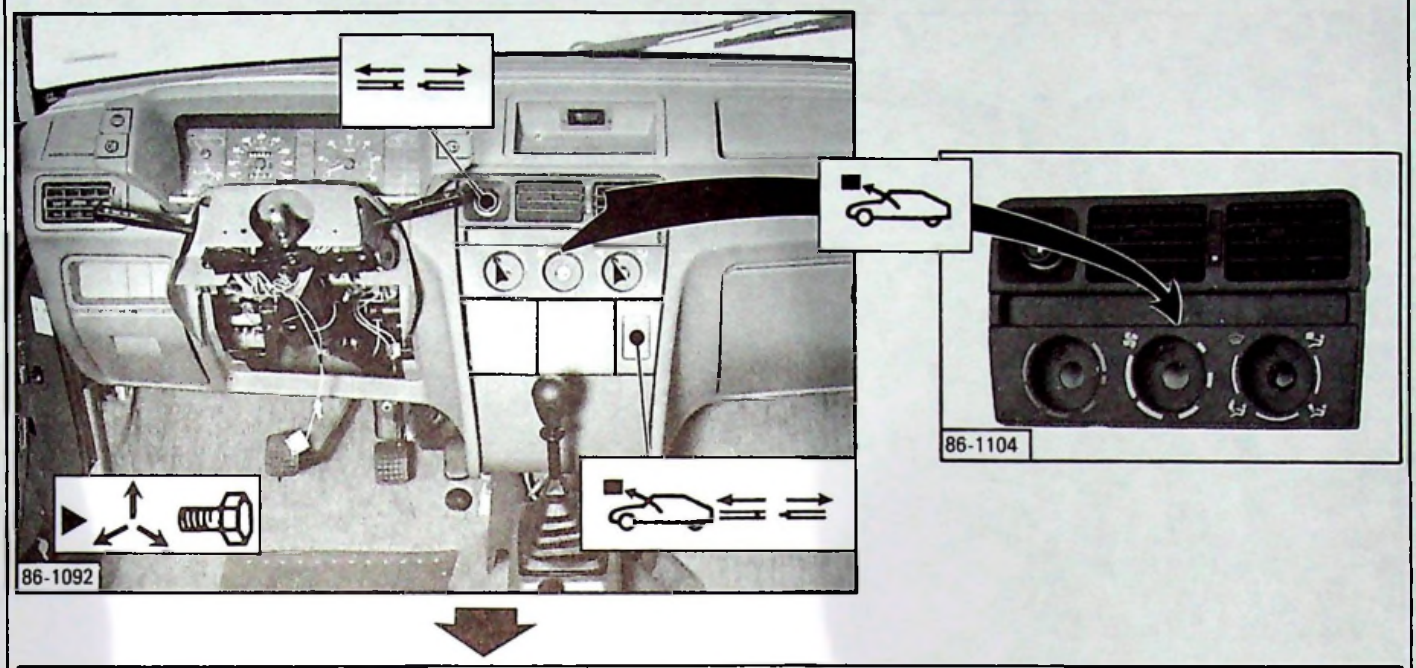
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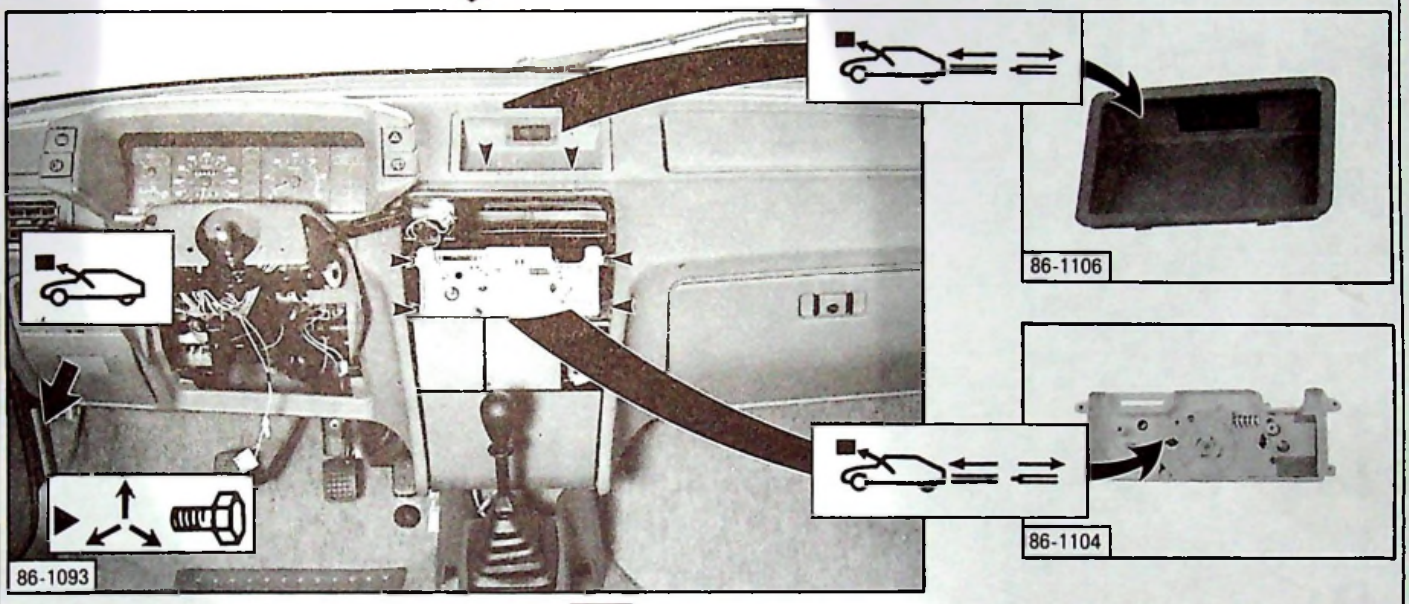
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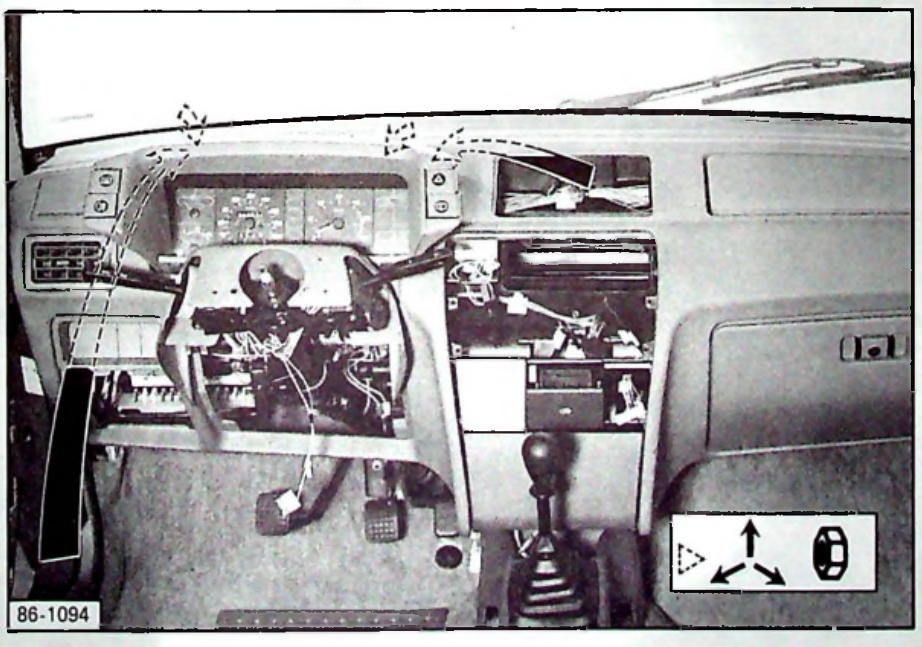
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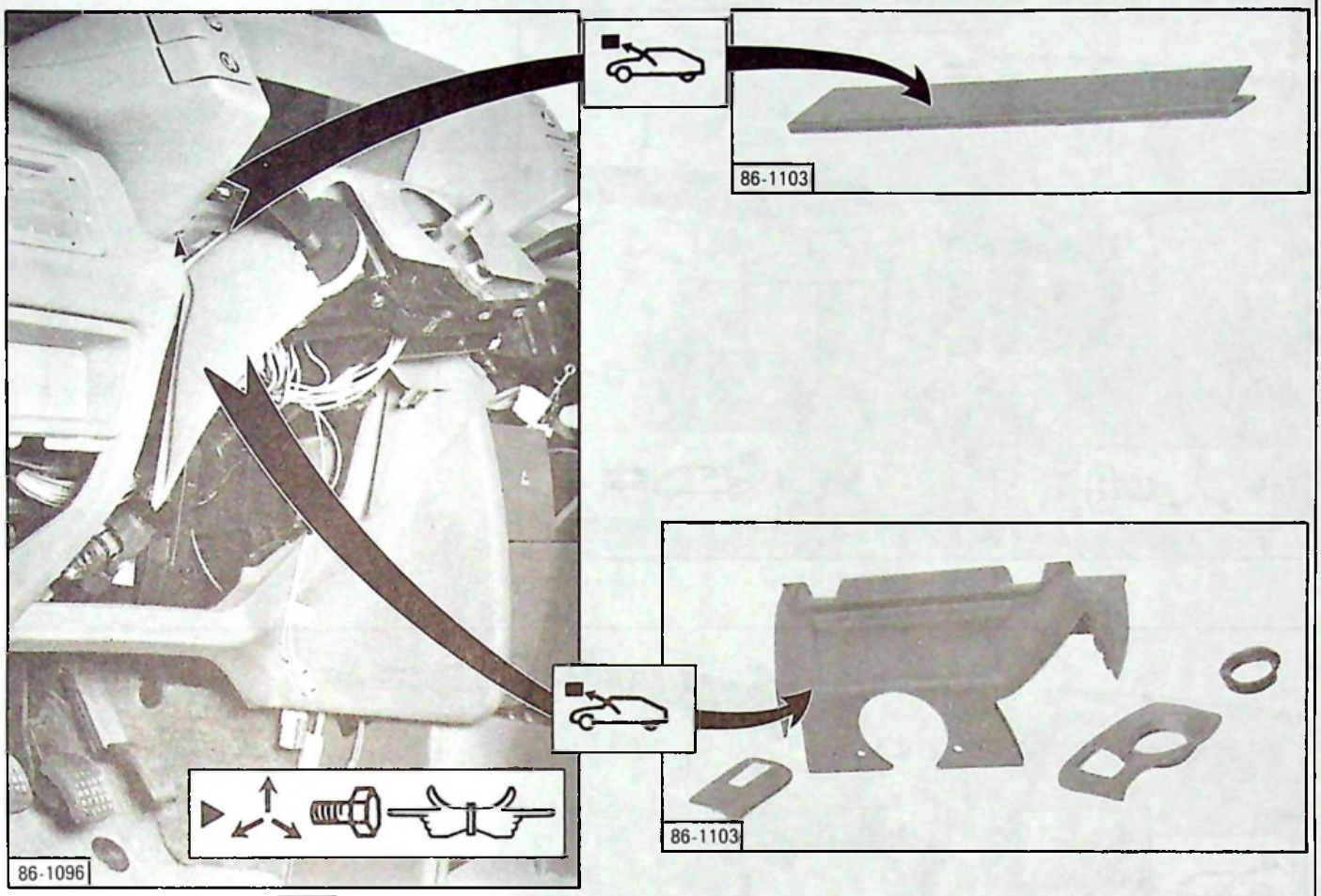
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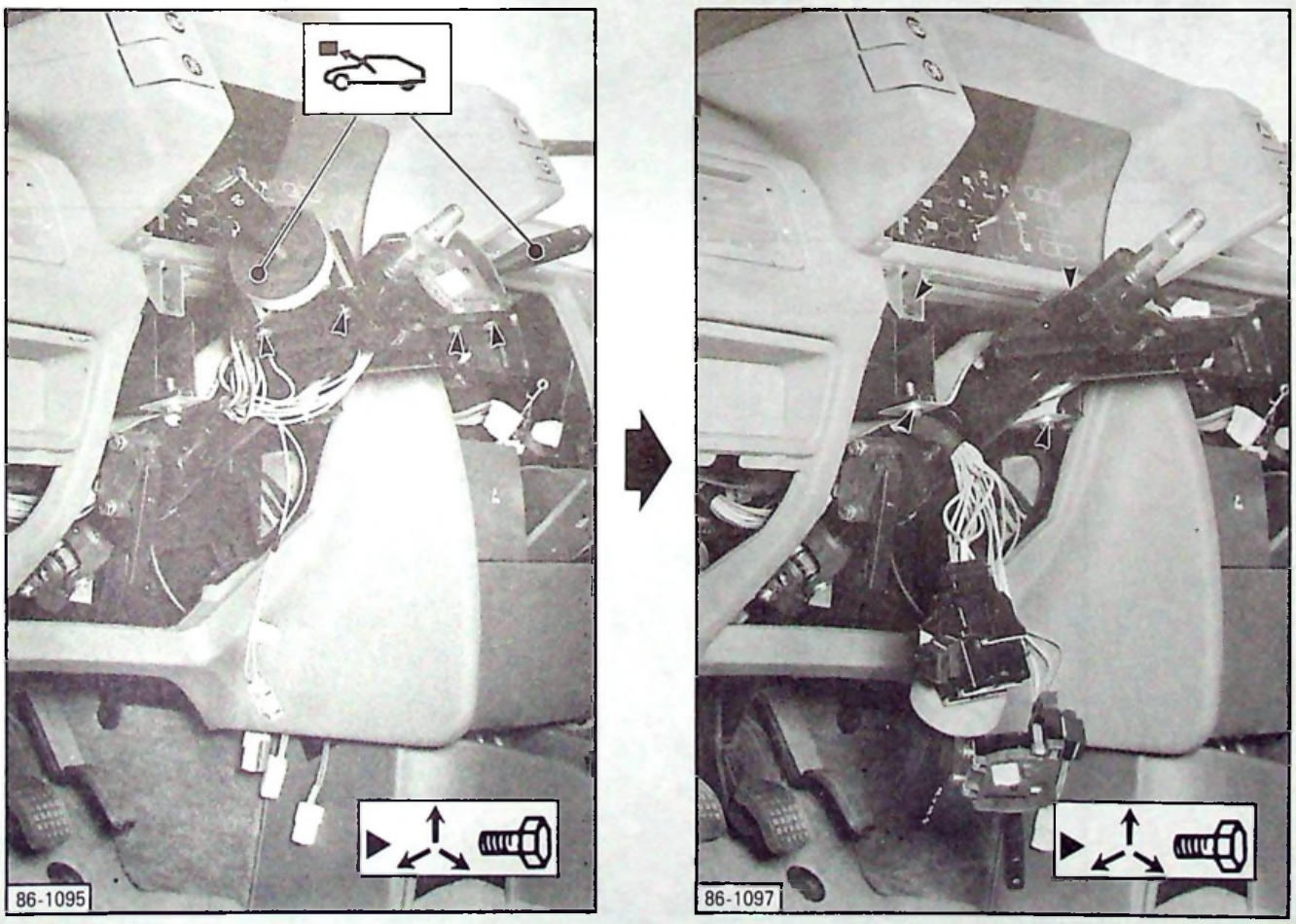
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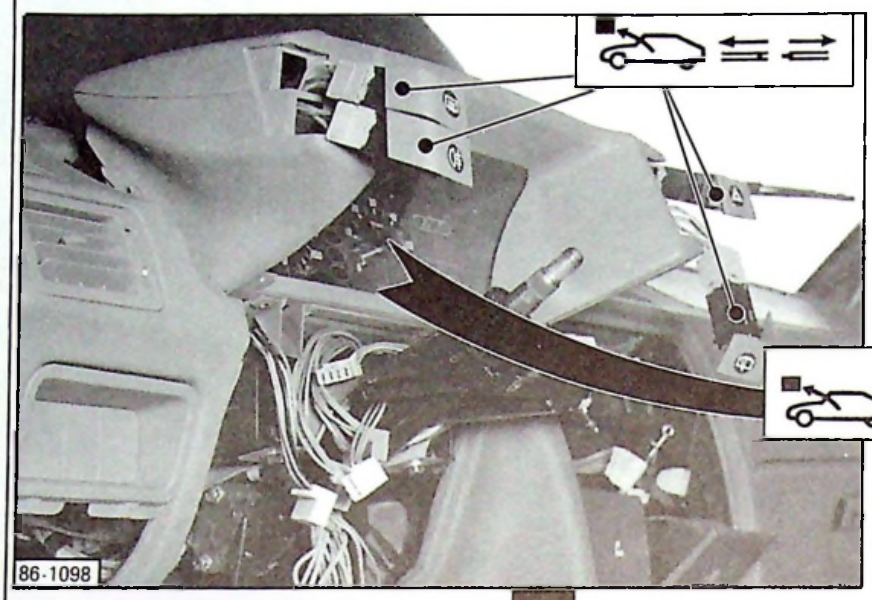
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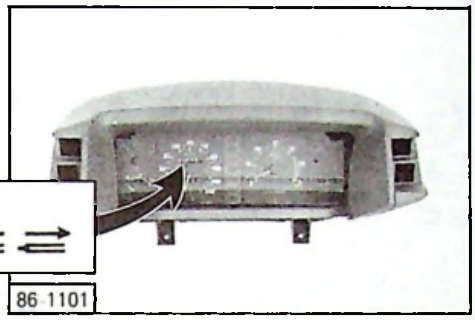
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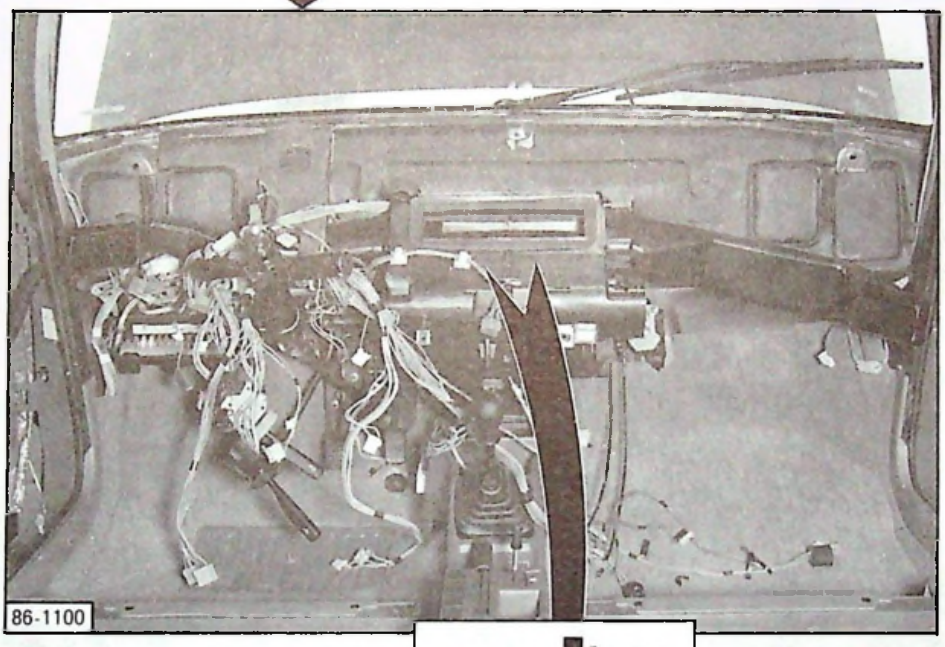
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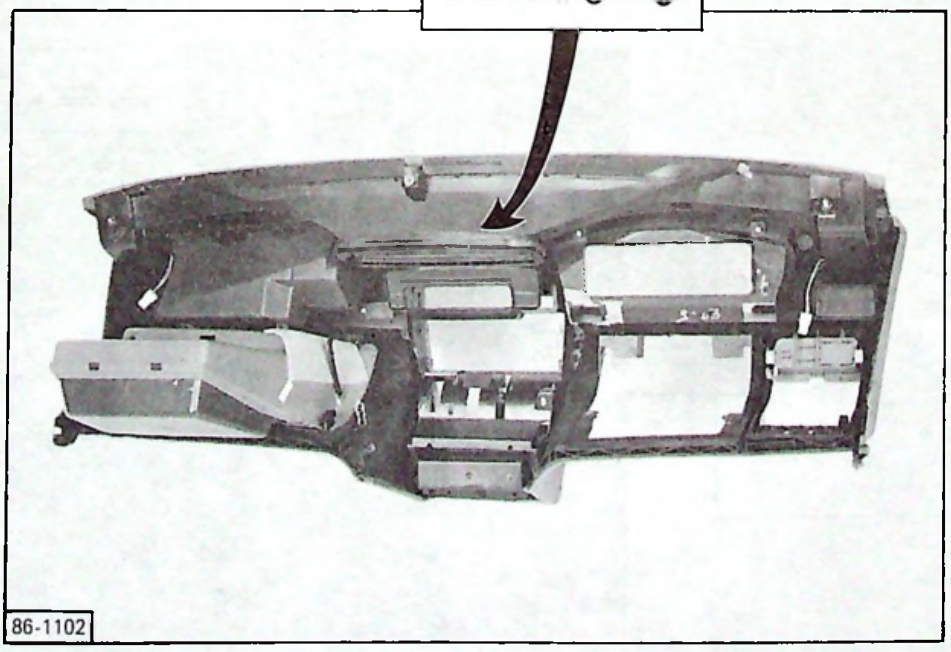
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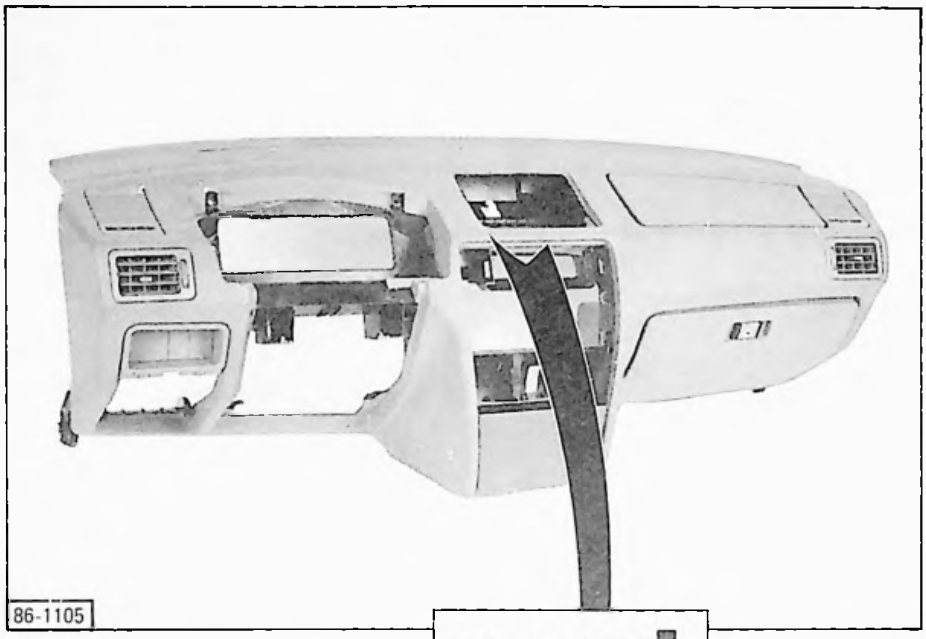
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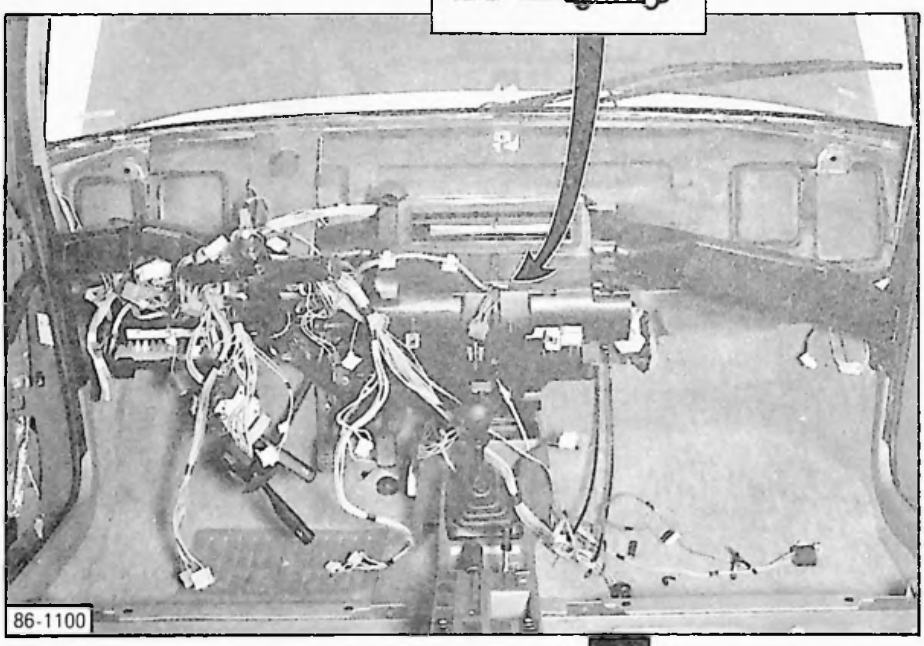
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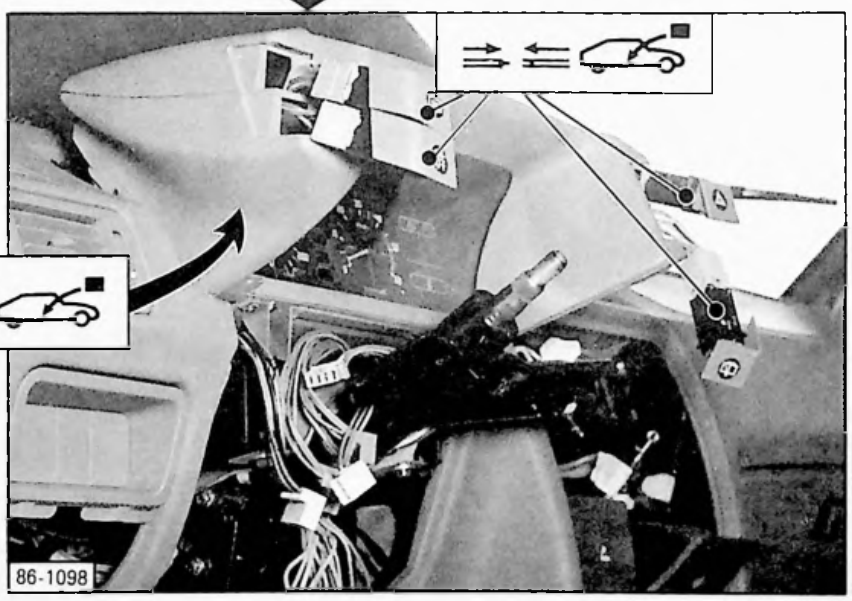
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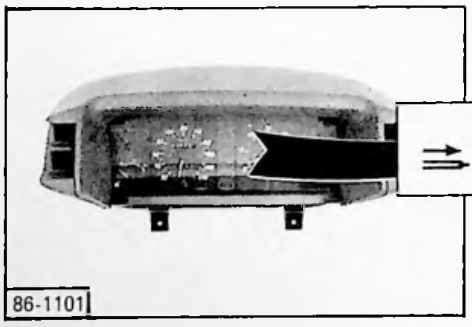
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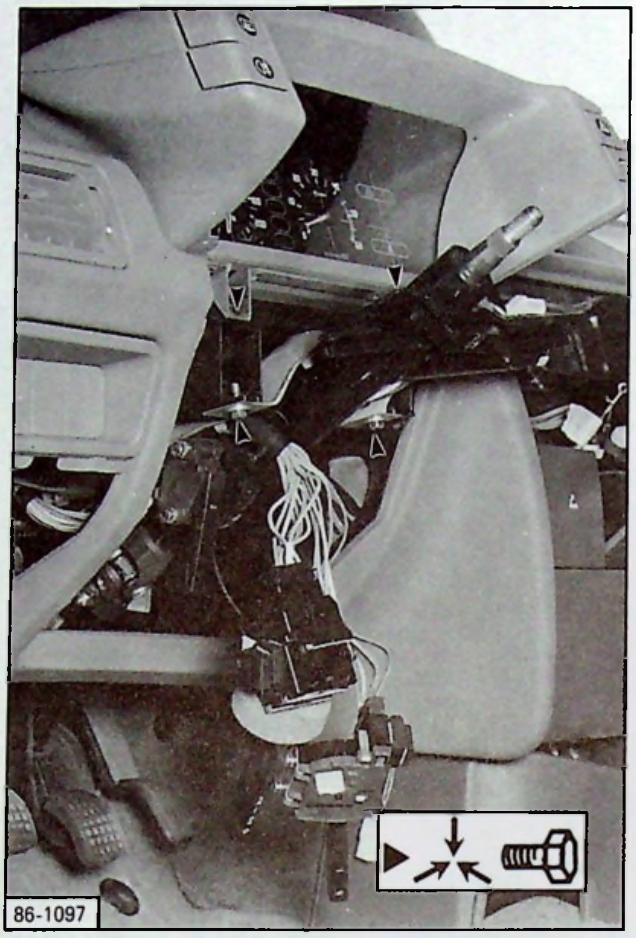
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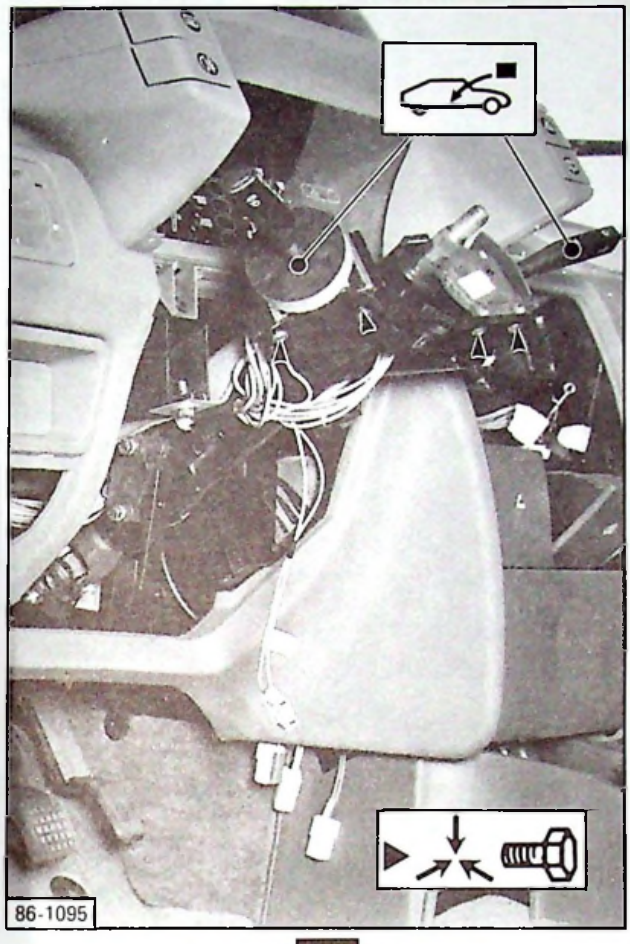
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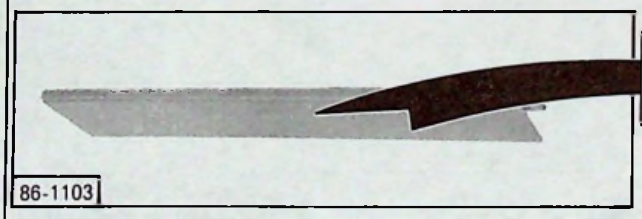
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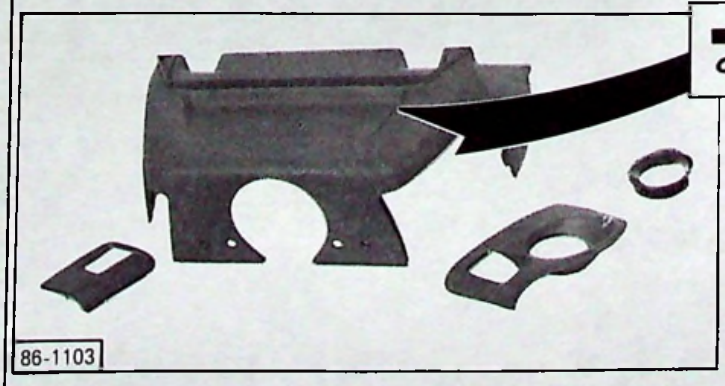
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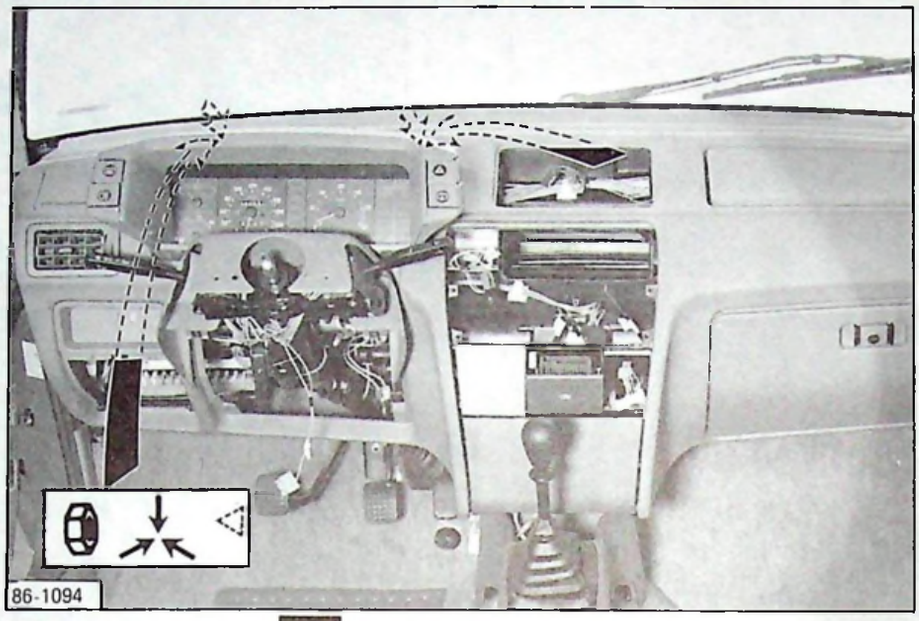
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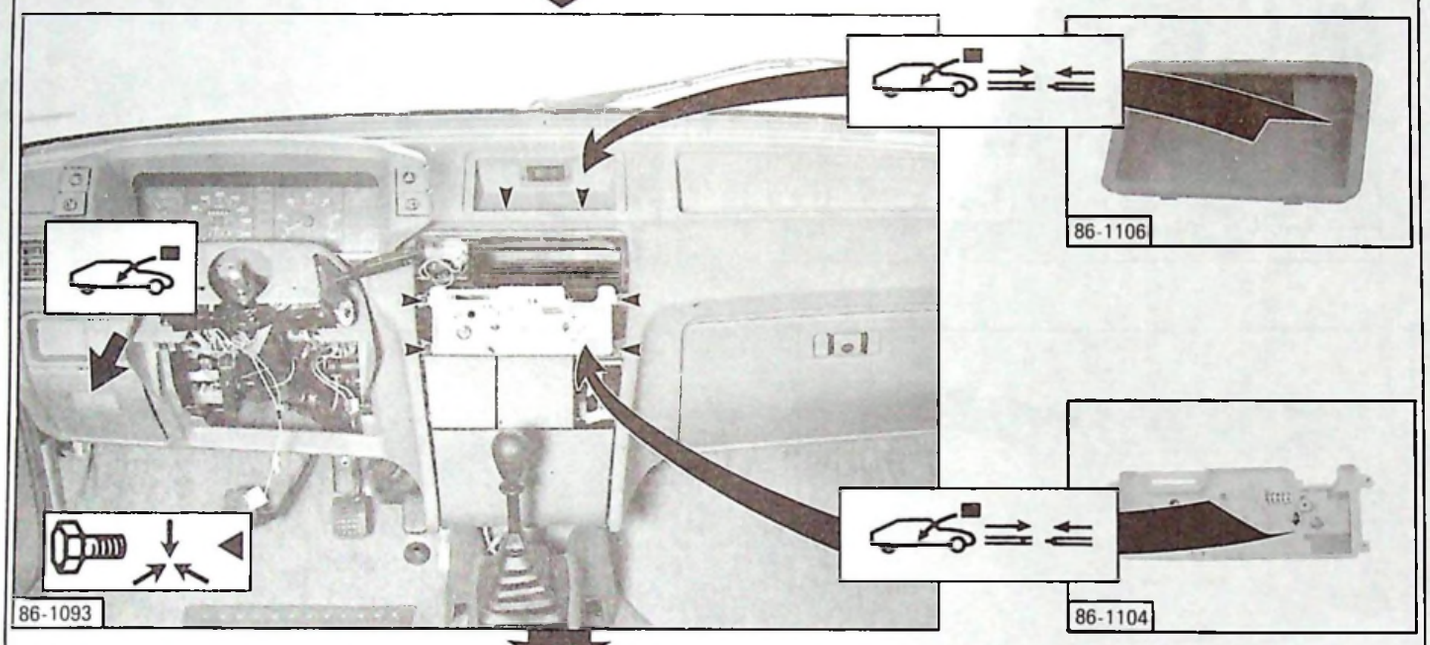
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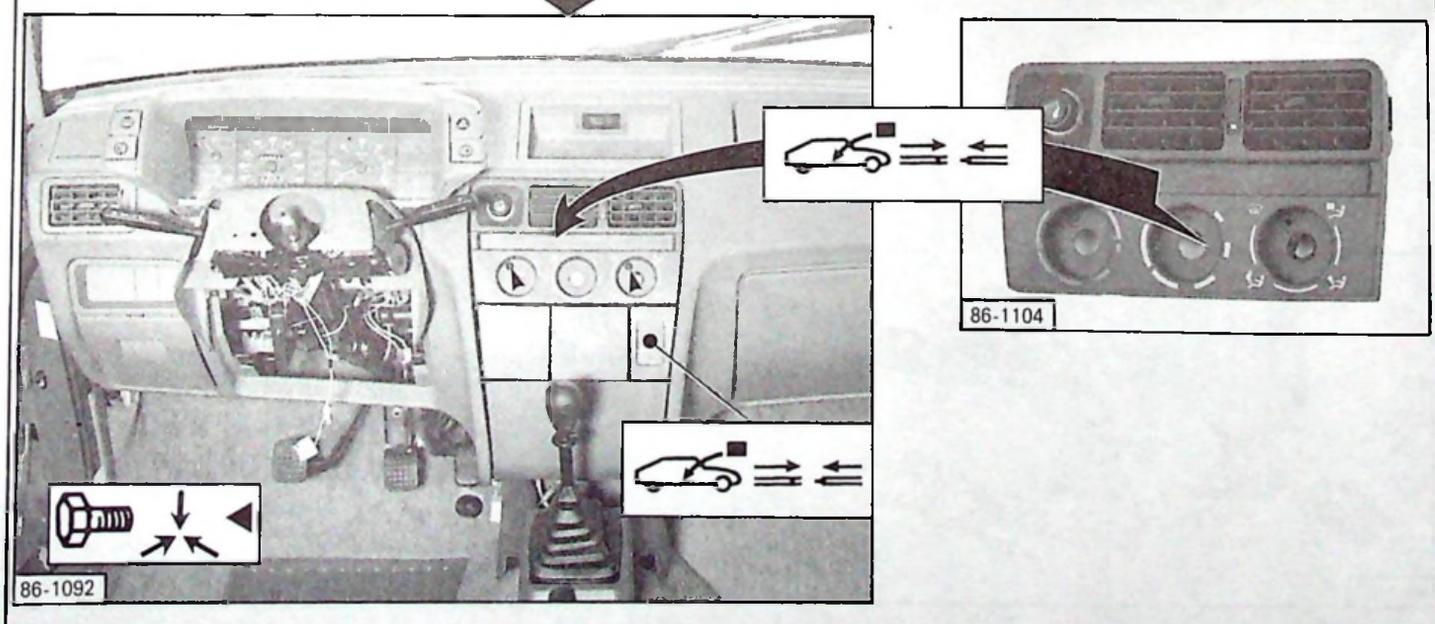
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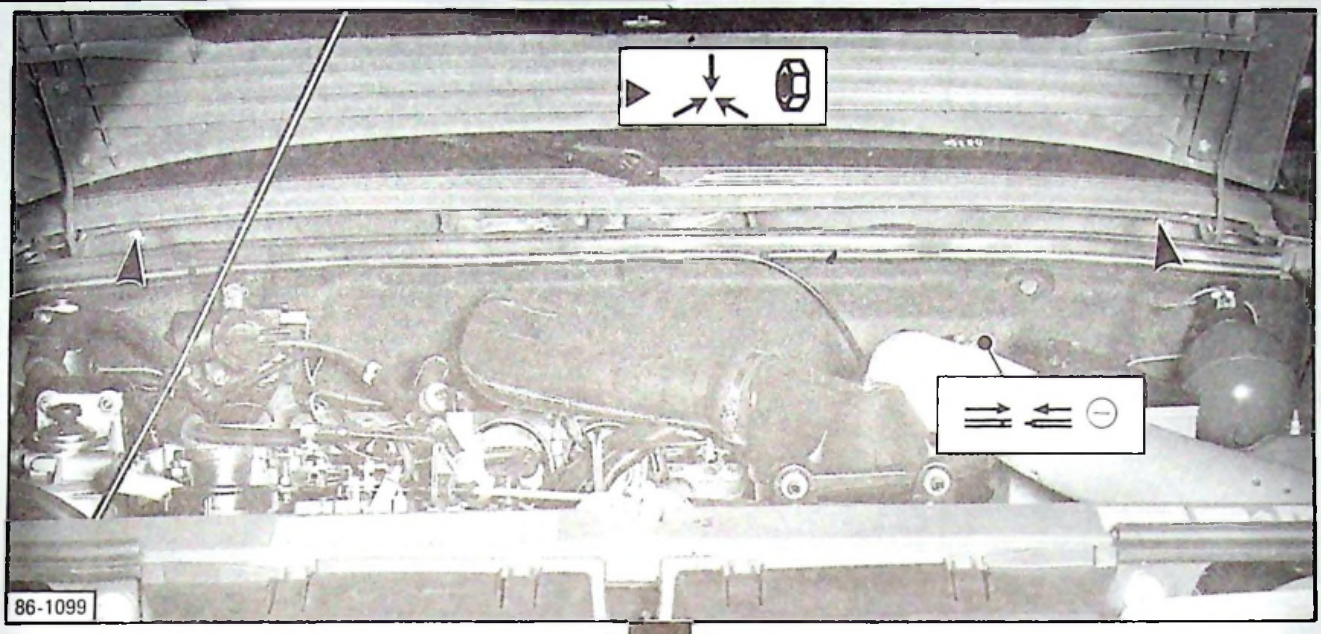
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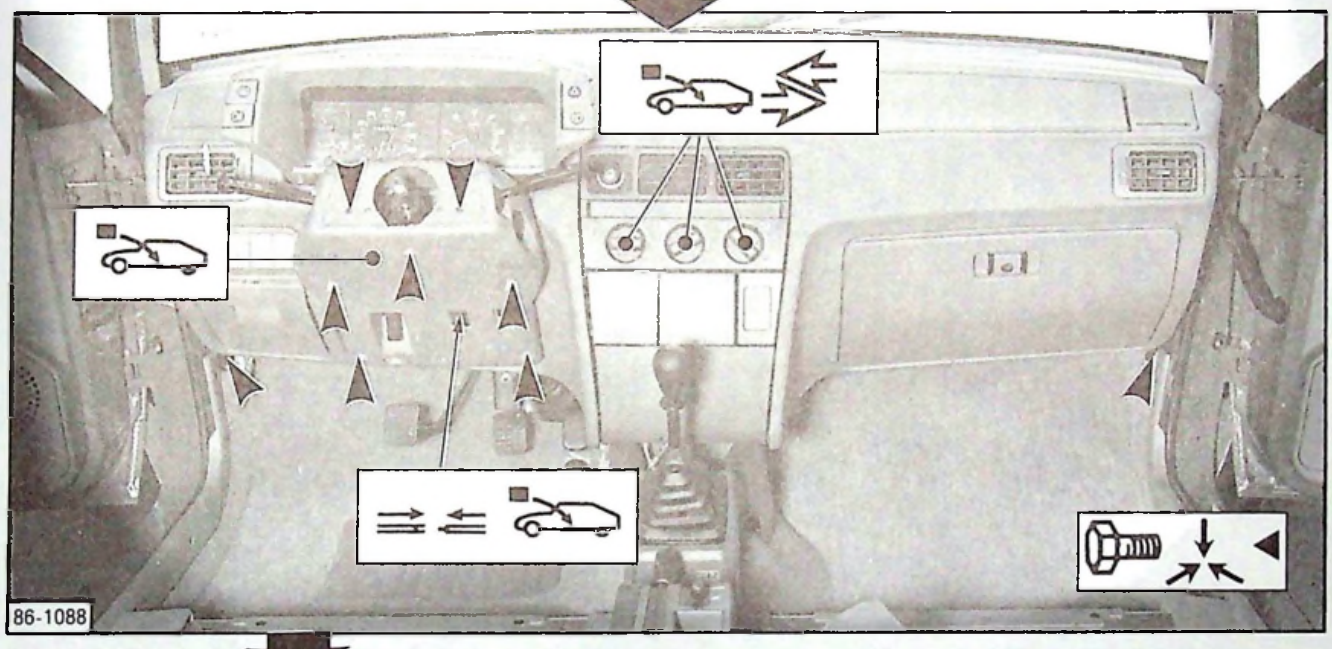
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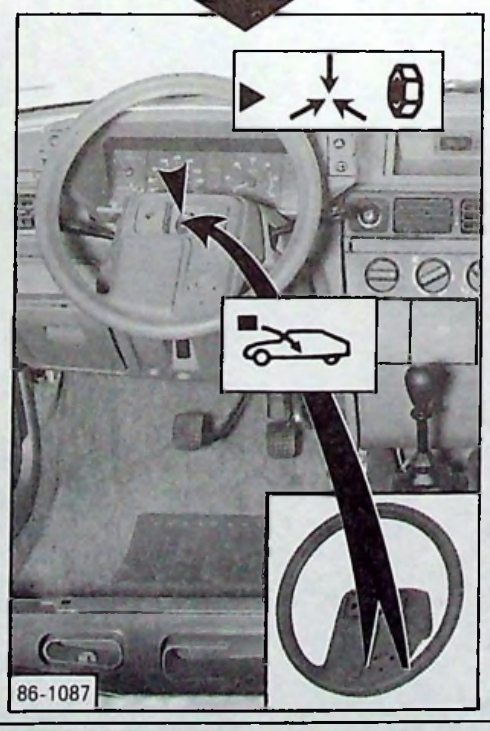
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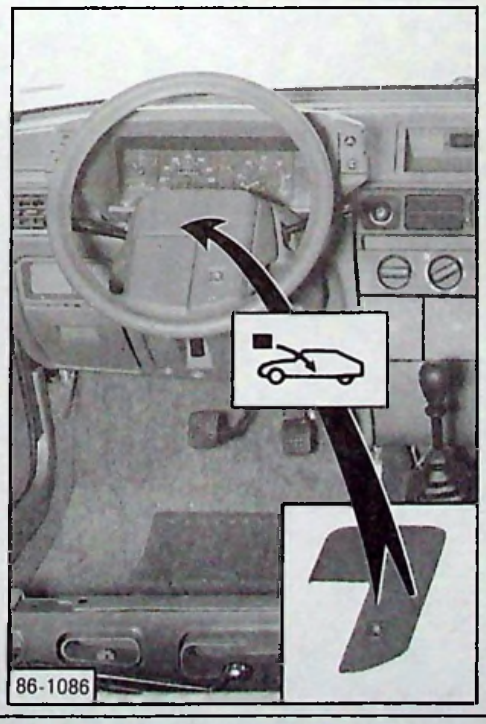
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REMPLACEMENT D'UNE GLACE DE PARE-BRISE
(avec enjoliveur en polyamide)

OUTILLAGE : Fig. I

1 - Outil pour couper le cordon avec une corde à piano : **Référence 7503-T.**

2 - Pistolet pour extruder l'adhésif-joint.

3 - Jeu de ventouses.

4 - Outil pour suppression des restes de cordon après dépose de la glace : **MR. 630-84/43** ou ciseau à bois affuté suivant dessin annexe de la figure.

PRODUIT : Fig. II

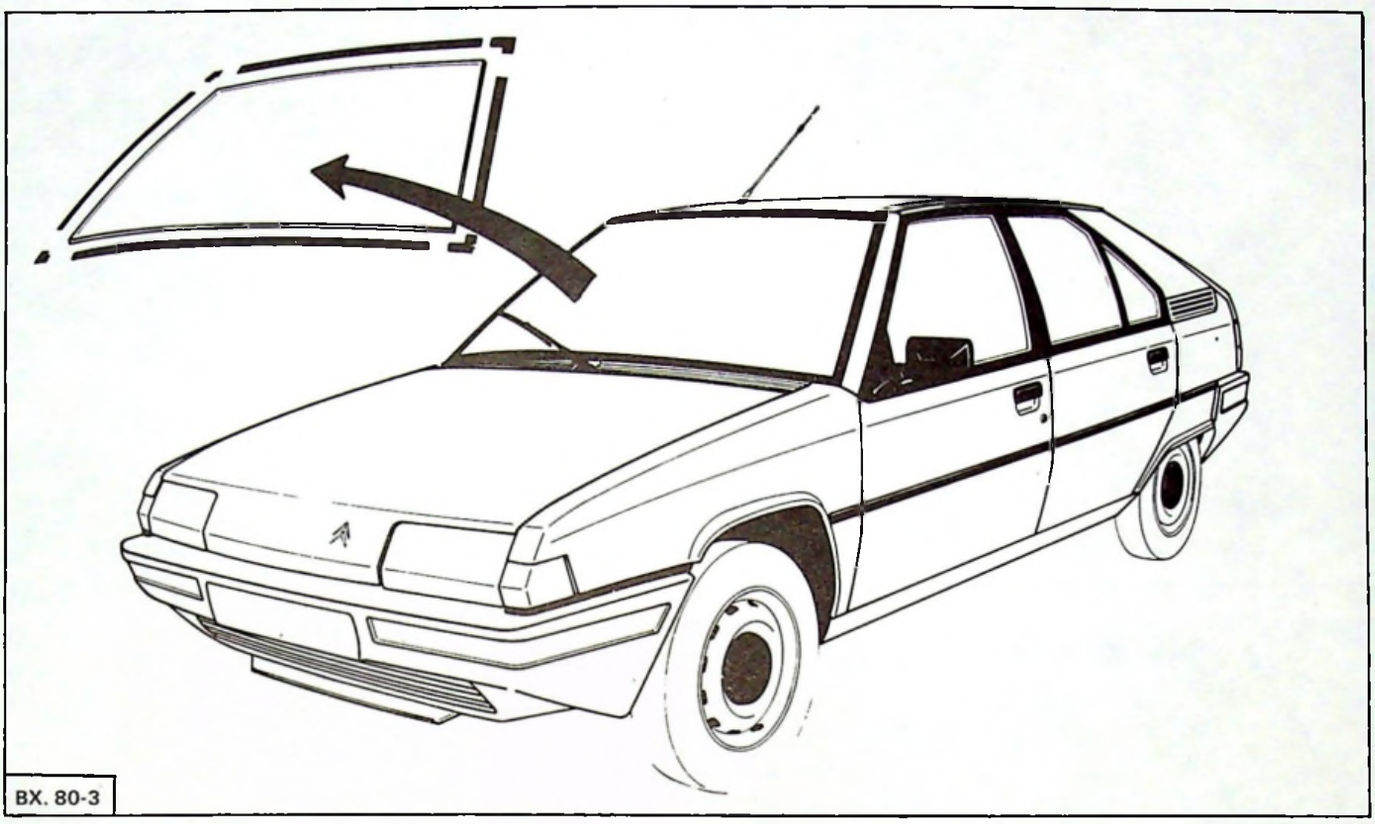
Kit de collage : Référence ZC 9 867 433 U

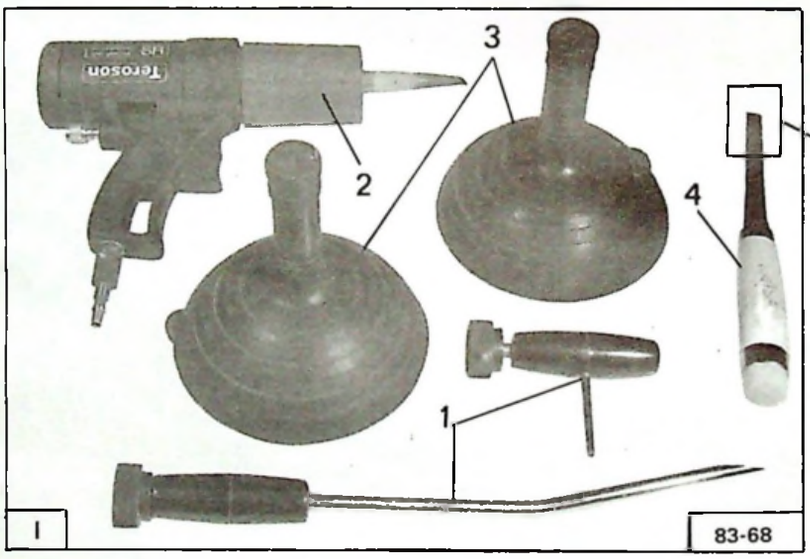
PROTECTION.

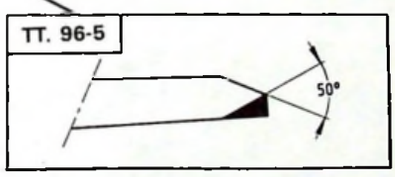
Pendant l'opération de découpage de l'adhésif-joint, il est recommandé de porter des lunettes de protection.

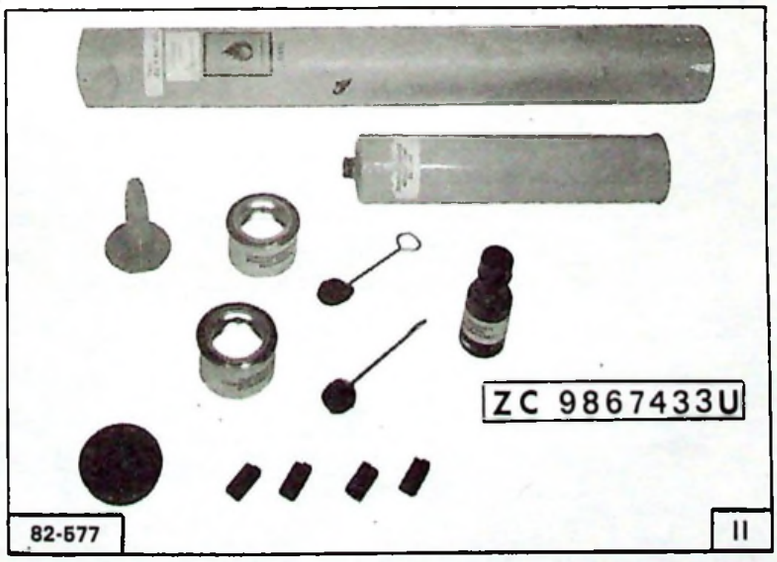
ATTENTION : Tout collage effectué avec des produits autres que celui préconisé est rigoureusement interdit.
La glace participe à la rigidité de la carrosserie, et pour répondre aux conditions des normes de sécurité, il est indispensable d'avoir un collage de très bonne qualité.

REMARQUE :
Les enjoliveurs en polyamide ne sont pas récupérables lors d'une dépose de la glace.
Nous conseillons, en cas d'intervention, de les remplacer par le caoutchouc monté en série depuis *Décembre 1982 (Voir Op. XB. 961-2)*
Il n'est pas possible de monter l'enjoliveur en caoutchouc sans déposer la glace.


BX. 80-3


Terosón
1
2
3
4
I
83-68


TT. 96-5
50°


ZC 9867433U
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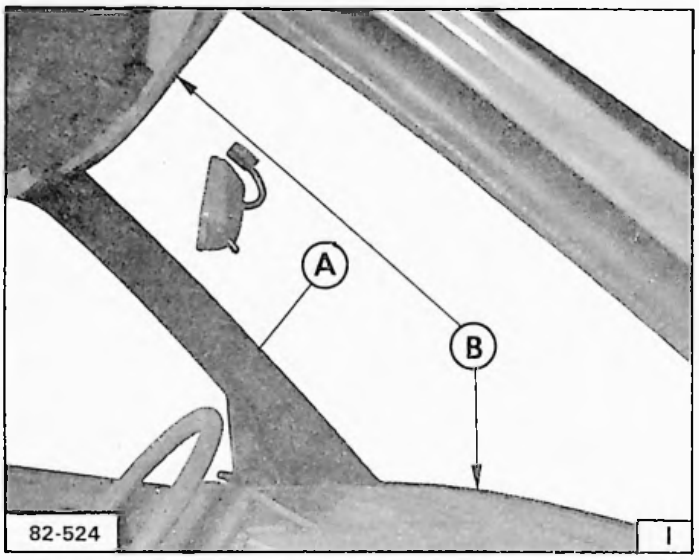
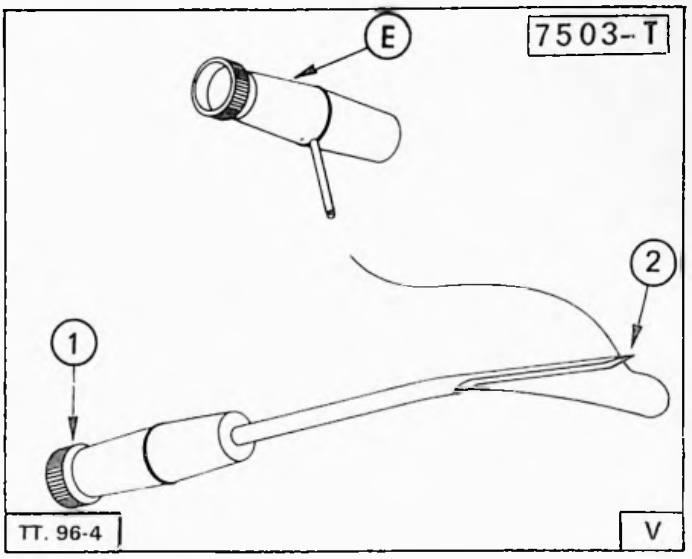
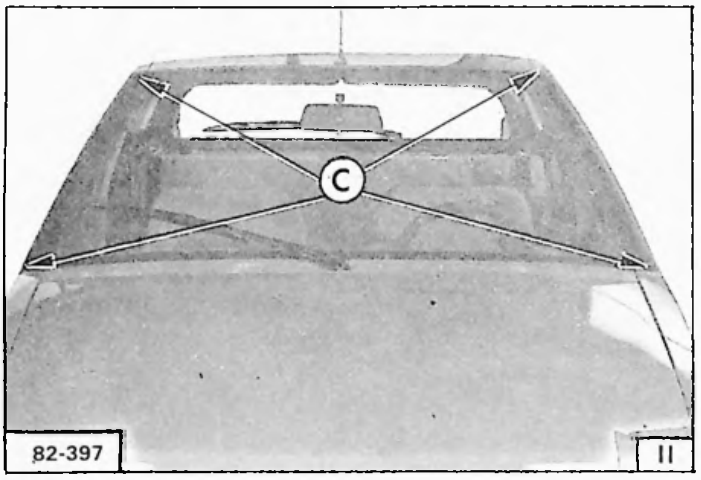
II


A
B
82-524
I


7503-T
E
1
2
TT. 96-4
V


C
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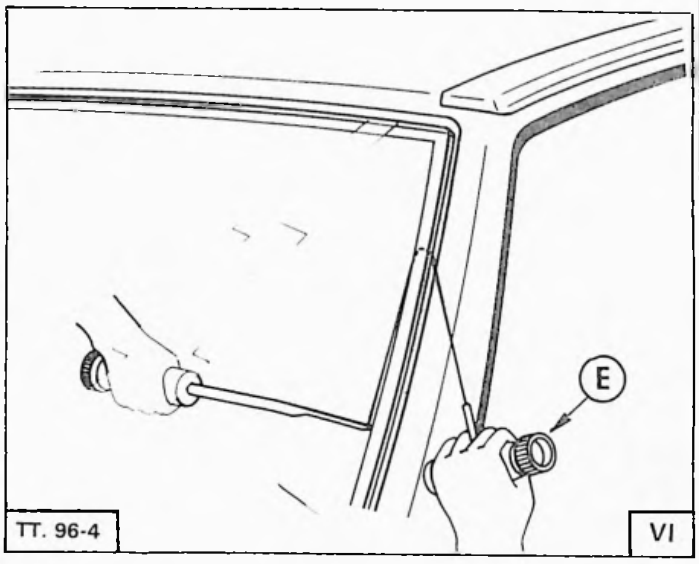
II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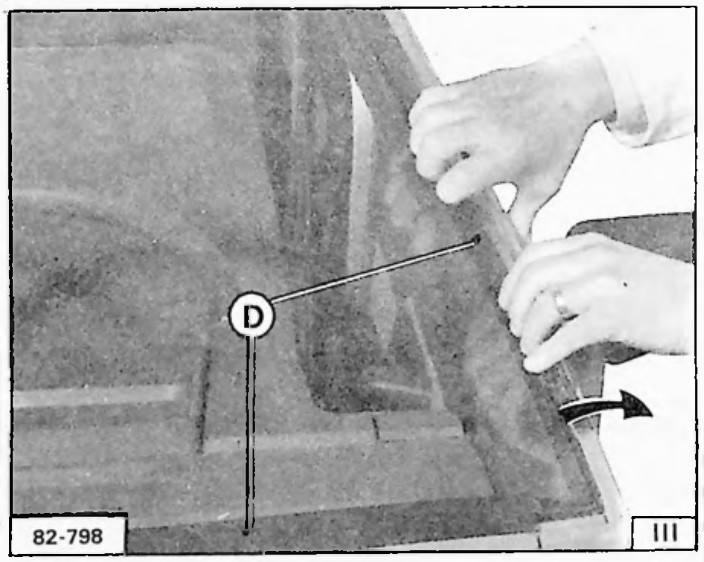
TT. 96-4
VI


D
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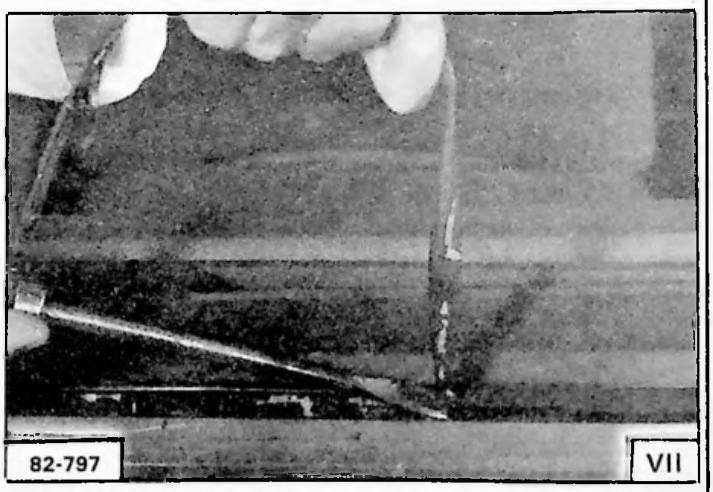
III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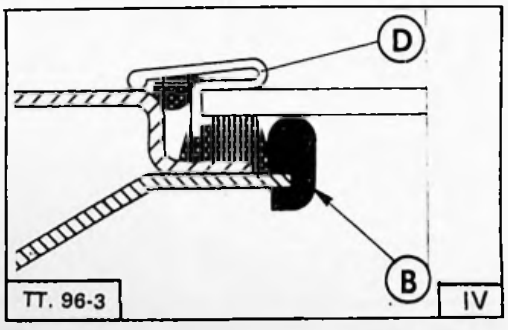

D
B
TT. 96-3
IV

Déposer : Fig. I, II, III et IV :

- les bandeaux **A** de montants de pare-brise,
- les profilés intérieurs **B** sur feuillures supérieure et inférieure,
- le rétroviseur intérieur,
- les enjoliveurs **C** aux quatre angles du pare-brise,
- les profilés **D** d'enjolivement de pare-brise.

NOTA : Les enjoliveurs extérieurs n'étant que très difficilement récupérables, utiliser des pièces neuves à chaque dépose de pare-brise.

Découper le cordon adhésif : Fig. V et VI

- Couper la corde à piano en deux parties égales.
- Introduire la corde à piano dans le trou (1) de la poignée et en fixer l'extrémité à l'aide du bouton moleté. Introduire l'autre extrémité dans le trou (2) situé sur la pointe de l'outil.
- Par l'intérieur du véhicule, prendre l'extrémité de la corde à piano à l'aide d'une pince universelle, l'enfoncer dans le joint pour le traverser et la fixer sur la poignée **E**.

  REMARQUE : Il est souhaitable d'amorcer le découpage du cordon dans un angle.
- L'opérateur à l'intérieur du véhicule pique la pointe de l'outil dans le joint à environ **30 cm** du point de passage de la corde à piano, tandis que l'autre opérateur (à l'extérieur) tire sur la poignée **E** et découpe le cordon. Répéter l'opération jusqu'à découpe complète du joint.

Préparation de la baie : Fig. VII

Araser le joint restant, à l'aide d'une lame tranchante.

ATTENTION : Dans le cas d'une glace déjà collée au polyuréthane, il ne faut en aucun cas chercher à retirer complètement l'adhésif-joint restant sur la feuillure, mais simplement araser pour retirer les surépaisseurs.
Essuyer, **uniquement à sec,** les surfaces sales.

REMARQUE : Dans le cas d'une feuillure avec bord en forme de « U », rabattre le petit bord de 2,5 mm de façon à obtenir une feuillure plane (cette modification concerne uniquement les premiers véhicules sortis de chaîne).

Appliquer le primaire tôle seulement sur les surfaces où il n'y a plus d'adhésif-joint : Fig. I et IV.

NOTA : Dans le cas d'une feuillure neuve (remplacement d'éléments ou de la coque) dégraisser avec le produit de dégraissage et appliquer le primaire-tôle sur toute la surface de la feuillure.

Poser les profilés (1) sur les feuillures supérieure et inférieure : **Fig. II.**

Présenter la glace neuve sur la baie et déterminer le calage nécessaire pour centrer la glace : **Fig. V.**

Disposer les cales en **« a », « b », « c »** et **« d » : Fig. II.**

Déposer la glace.

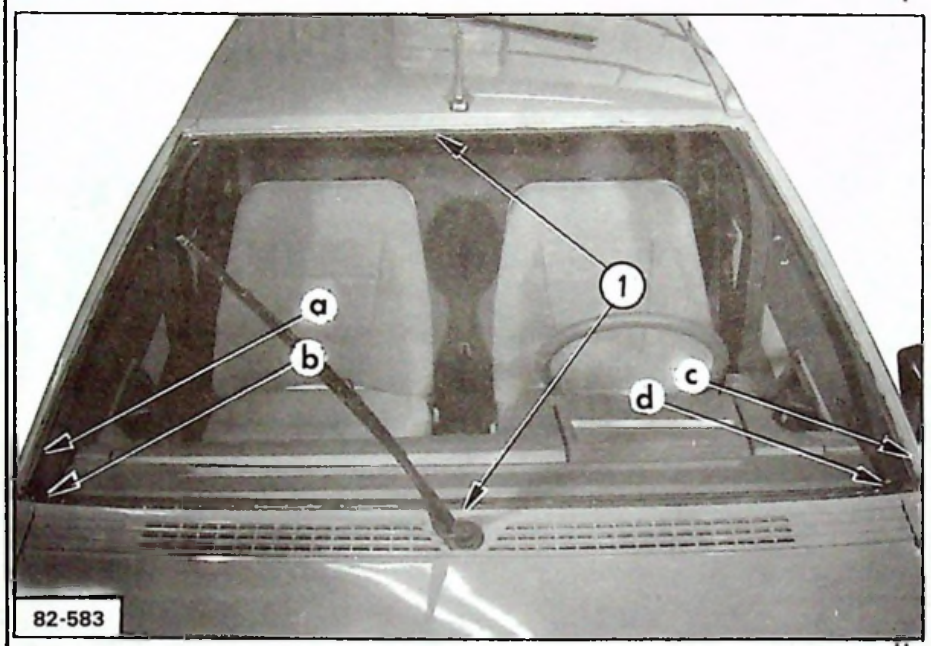
Préparer la glace :

Dégraisser la périphérie (faces intérieure et extérieure) de la glace : **Fig. VI.**

Appliquer le primaire verre sur la glace : **Fig. VII.**

Laisser sécher cinq minutes.

I



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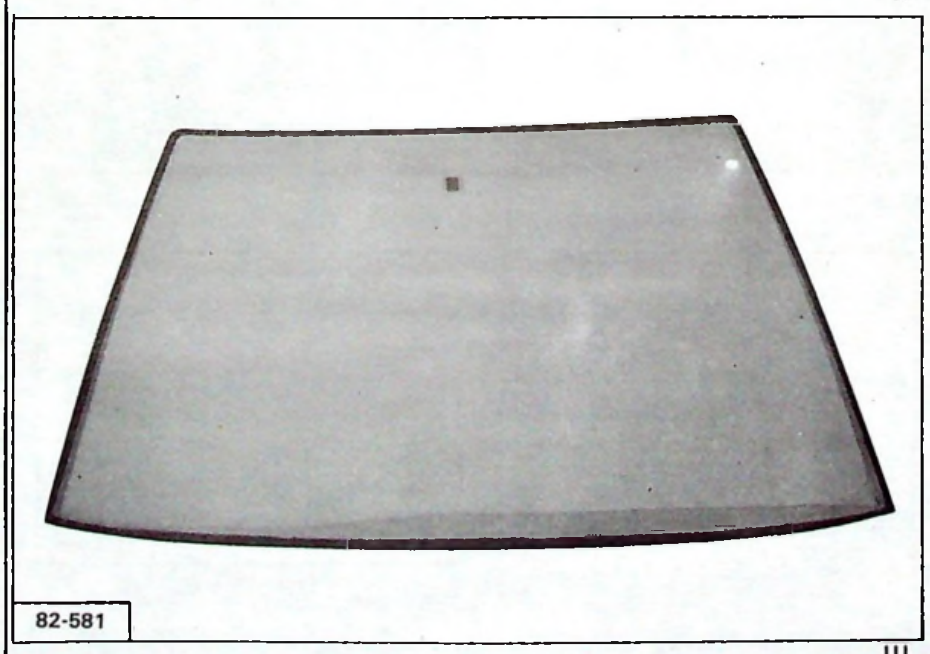

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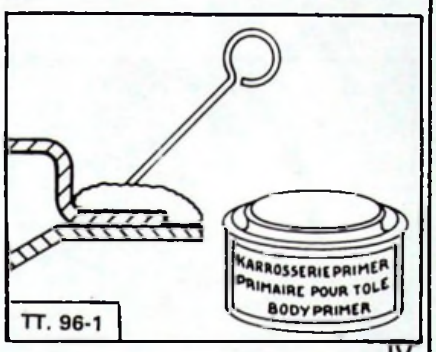

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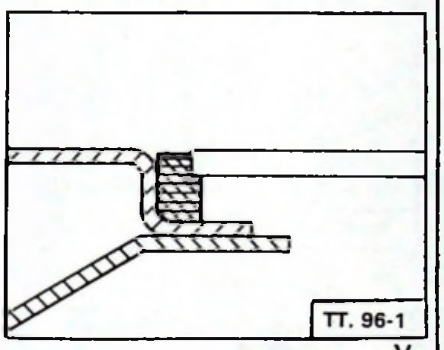
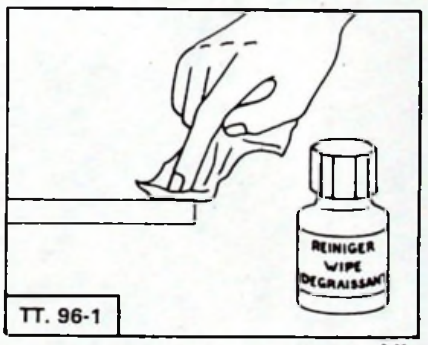
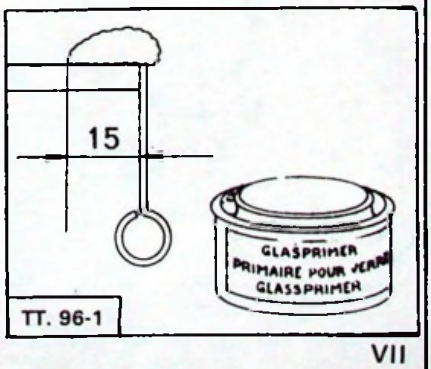


V



VI



VII

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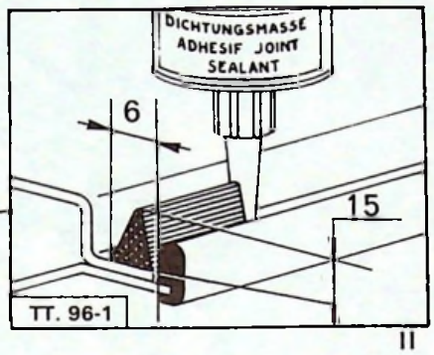
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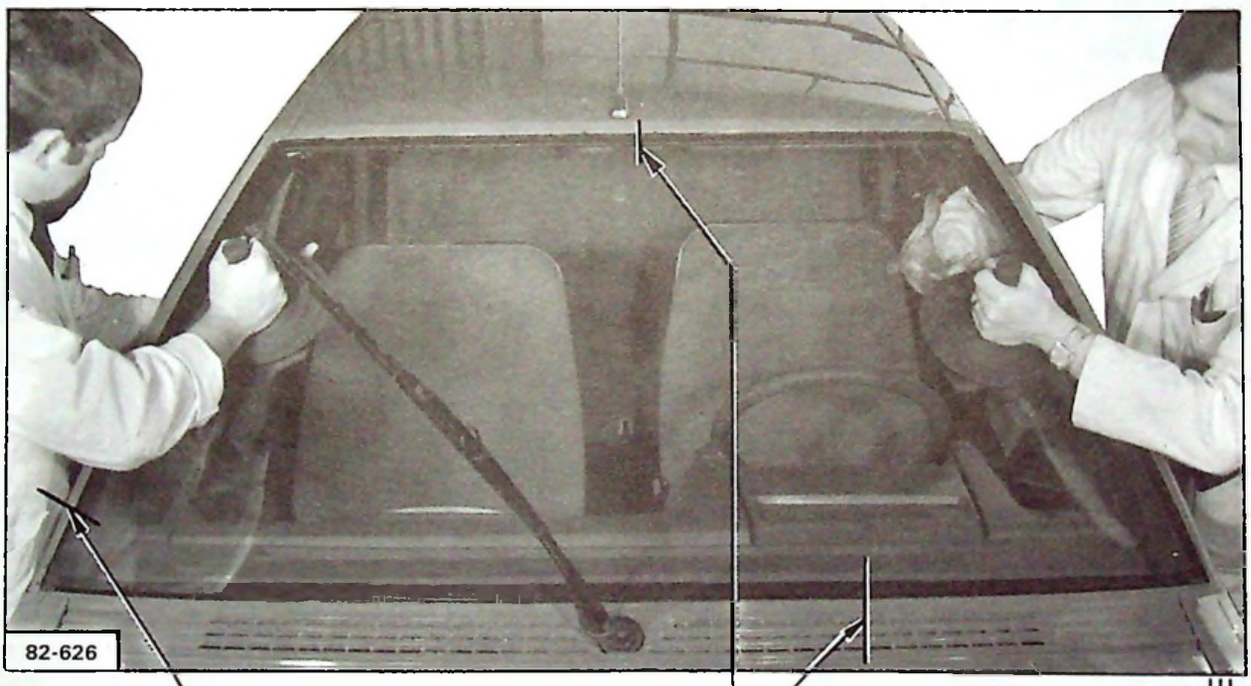
II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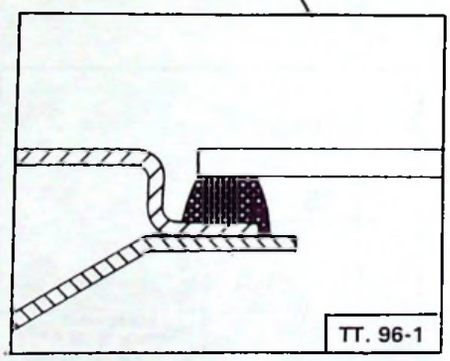
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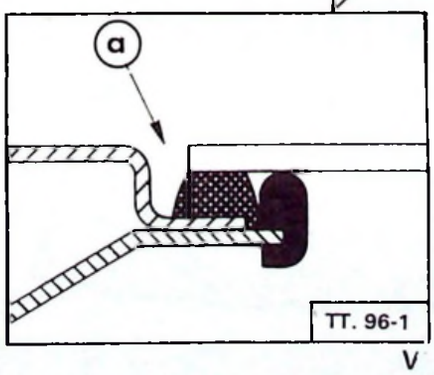
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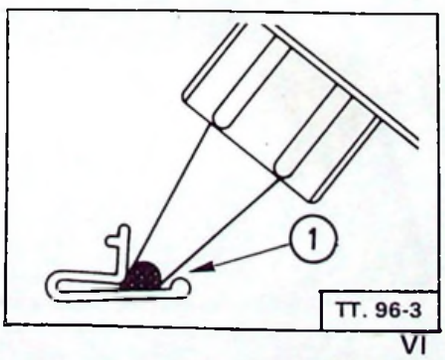
V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TT. 96-3

VI

Pose du pare-brise :

Percer la membrane à la base de la cartouche d'adhésif-joint.
Retirer le fond et le déshydratant.

Visser la buse correspondante sur la cartouche.

Introduire la cartouche dans le pistolet.

Extruder un cordon ininterrompu d'adhésif-joint sur la feuillure de baie de pare-brise : **Fig. I et II.**

Repositionner (si nécessaire) les cales de mise en jeu de la glace.

Disposer les ventouses sur la glace : **Fig. III.**

Présenter la glace de pare-brise parallélement à la baie et l'appliquer sur le cordon d'adhésif : **Fig. III, IV et V.**
(Vérifier sa position).

Lisser le cordon en **« a »** (si nécessaire) à l'aide d'une spatule.

Faire un apport d'adhésif-joint supplémentaire en cas d'insuffisance.

Préparation des enjoliveurs :

Dégraisser et appliquer une couche de primaire-tôle sur le bord d'enjoliveur qui pénètre dans l'adhésif-joint.

Appliquer un cordon fin ($\phi = 3$ mm) en (1) sur toute la longueur de chacun des enjoliveurs. **Fig. VI.**

REMARQUE :
Cette opération est indispensable pour éviter les déformations pouvant se produire ultérieurement.

Poser les enjoliveurs de pare-brise : Fig. I, II et III

Poser les enjoliveurs suivant ordre (1), (2), (3) et (4).
Dans le cas d'enjoliveurs du type A, retirer la feuille de protection de l'adhésif double face avant la mise en place de l'enjoliveur : **Fig. III.**

NOTA : Présenter les enjoliveurs d'angles pour repérer la position des autres enjoliveurs.

Poser les enjoliveurs d'angles : Fig. I et IV

Déposer les butées mises en place pour le centrage de la glace.
Retirer les feuilles de protection de l'adhésif double face en **« a »** sur chacun des enjoliveurs d'angles.
Agrafer et plaquer les enjoliveurs sur la glace.

Poser les garnitures de montant de pare-brise et le rétroviseur intérieur.

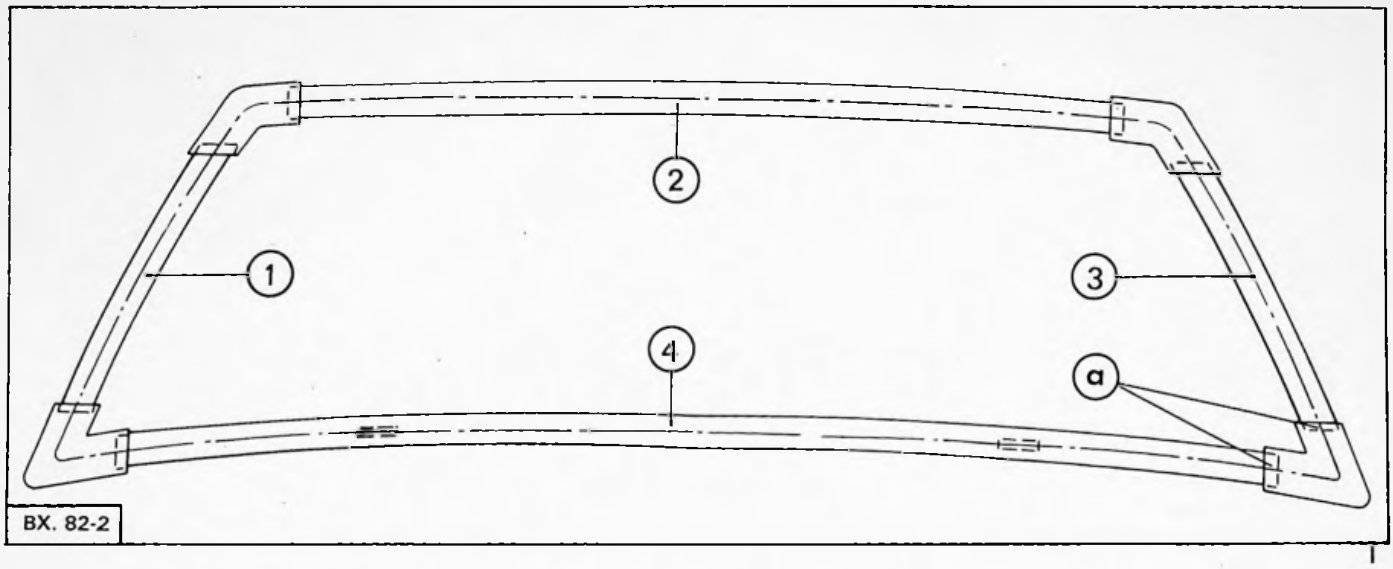
Cas d'une semelle de rétroviseur décollé :

Utiliser impérativement une semelle neuve.
Effectuer le collage (suivant notice d'emploi) exclusivement à l'aide du kit verre métal LOCTITE Réf. ZC. 9 856 689 U.

Cas d'entrée d'eau par le pare-brise :

En cas d'entrée d'eau par le pare-brise, il faut :
- Déposer les garnitures de montant de pare-brise et les joncs de finition sur les parties supérieure et inférieure.
- Extruder du mastic (polyuréthane ou butyl liquide) de couleur noire entre la feuillure et la glace, par l'intérieur du véhicule.

NOTA : Utiliser une buse fine et surtout éviter les surcharges de mastic.



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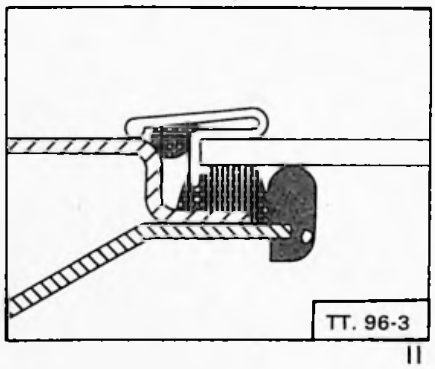

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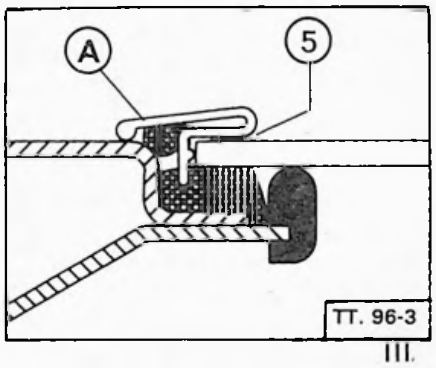

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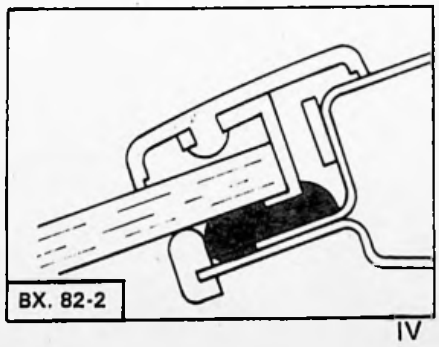


IV

PARE-BRISE

(avec enjoliveur en caoutchouc)

REMPLACEMENT D'UNE GLACE DE PARE-BRISE
(avec enjoliveur en caoutchouc)

OUTILLAGE : Fig. I

1 - Outil pour découpage du cordon adhésif à l'aide d'une corde à piano : **Référence 7503-T.**

2 - Pistolet pour extruder l'adhésif-joint.

3 - Jeu de ventouses.

4 - Outil pour suppression des restes de cordon après dépose de la glace **MR. 630-84/43** ou ciseau à bois affûté suivant dessin annexe de la figure.

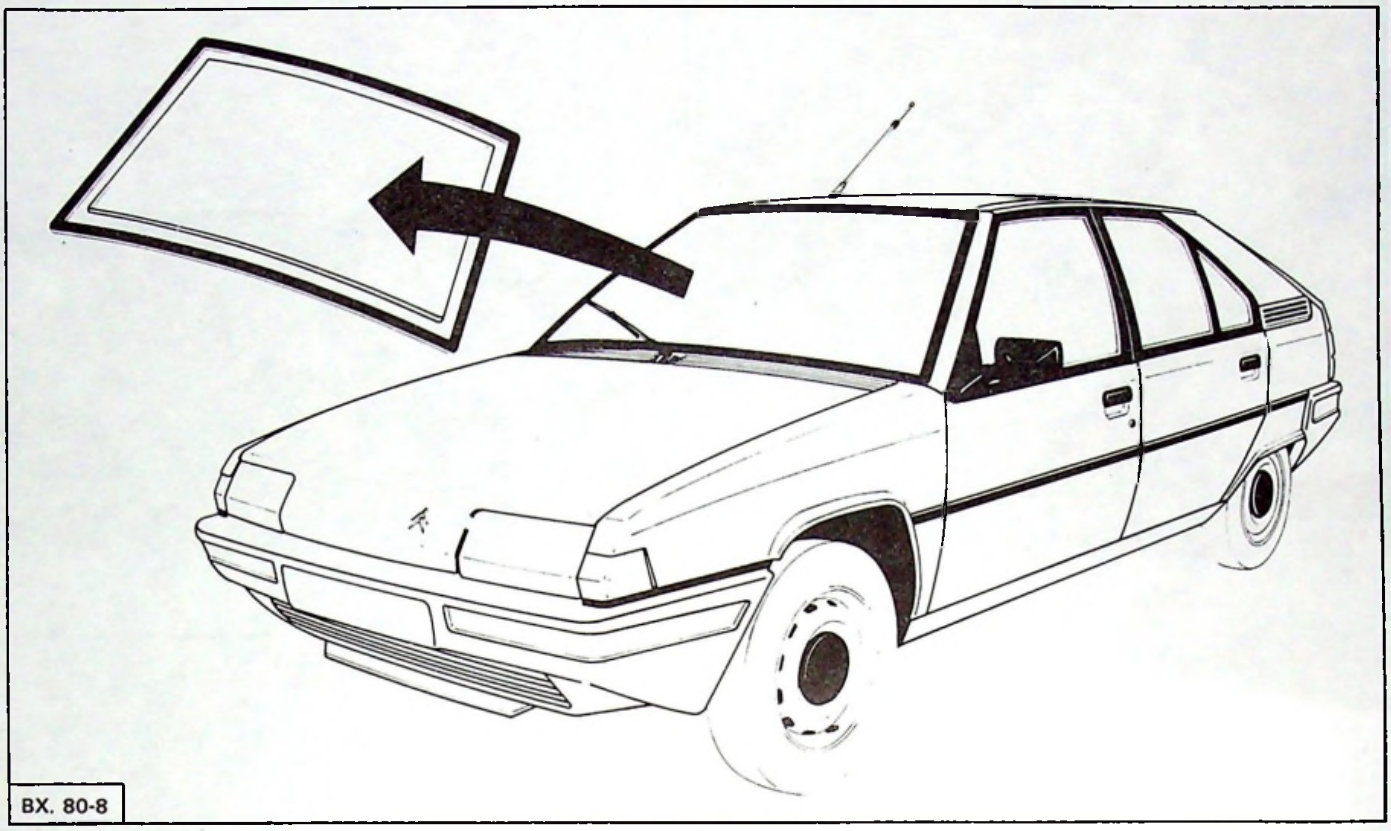
PRODUIT : Fig. II

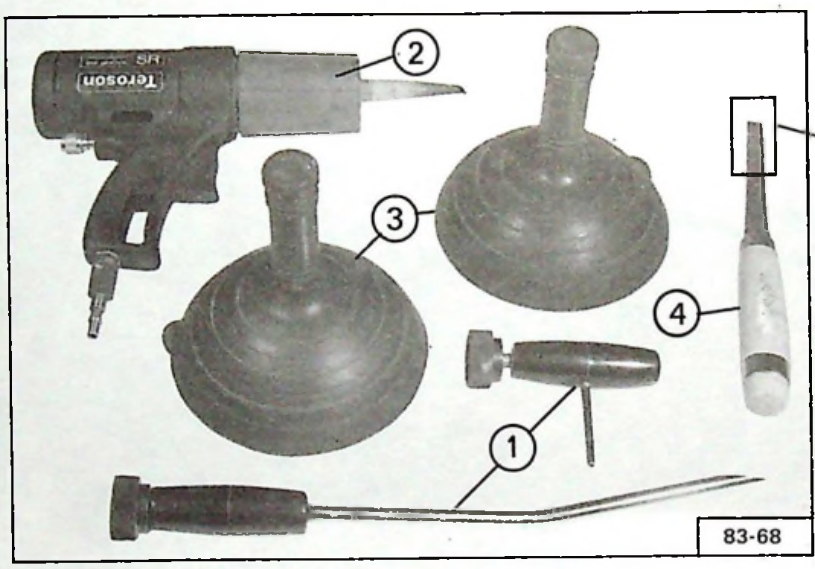
Kit de collage : Référence ZC 9 867 433 U

PROTECTION.

Porter des lunettes de protection pendant l'opération de découpage de l'adhésif-joint (en cas de rupture de la glace).

ATTENTION : Tout collage effectué avec des produits autres que celui préconisé est rigoureusement interdit.
La glace participe à la rigidité de la carrosserie, et pour répondre aux conditions des normes de sécurité, il est indispensable d'avoir un collage de très bonne qualité.





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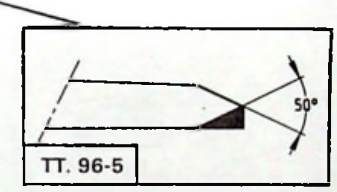

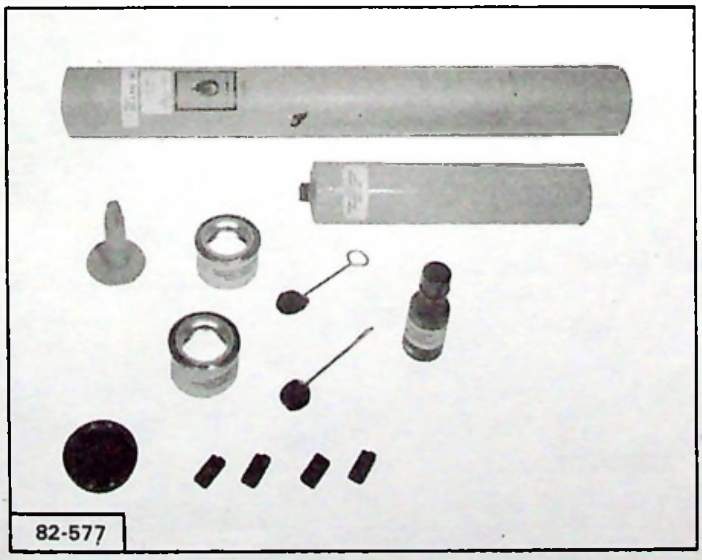

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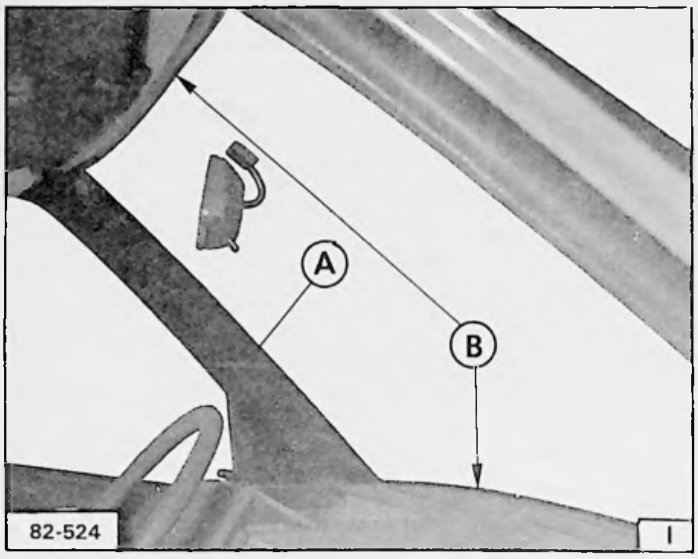
A
B
82-524
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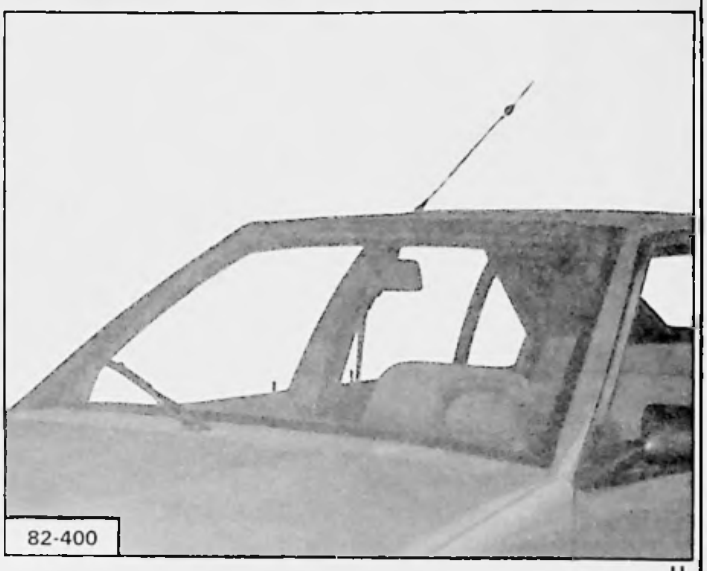
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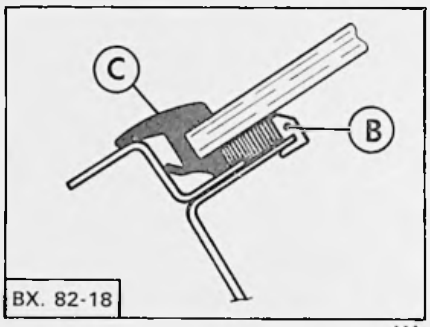
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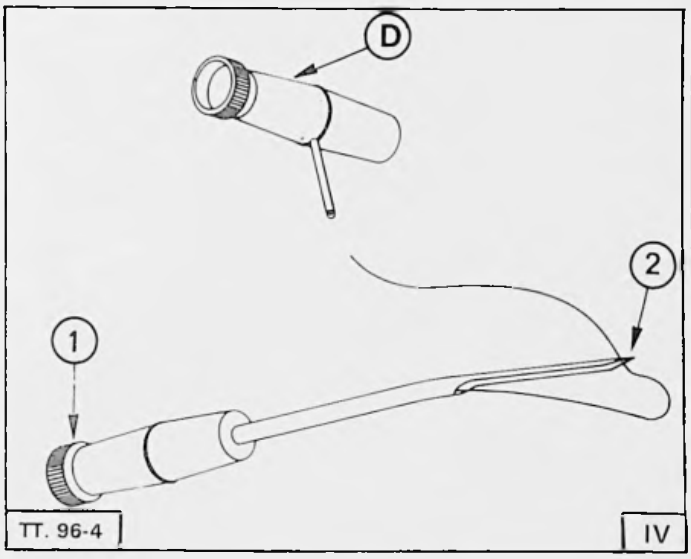
BX. 82-18
III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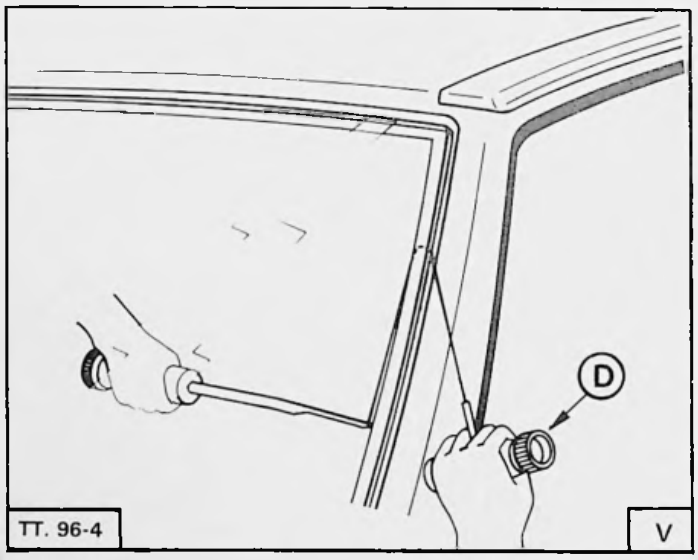
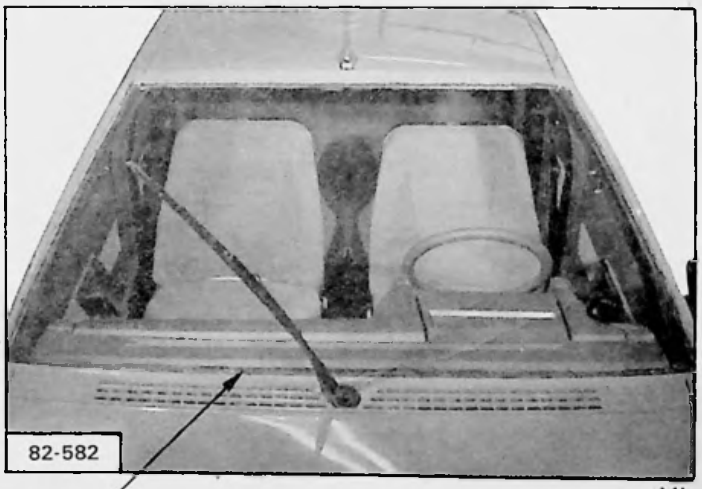
IV


D
TT. 96-4
V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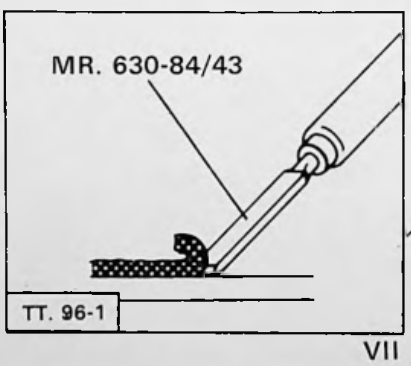

MR. 630-84/43
TT. 96-1
VII

Déposer : Fig. I, II, et III

- le rétroviseur intérieur,
- les bandeaux **A** de montants de pare-brise,
- les profilés intérieurs **B** sur feuillures supérieure et inférieure.

Relever le balai d'essuie-glace.

Déposer le profilé de finition C : Fig. III

A l'aide d'un tournevis, amorcer l'arrachement du caoutchouc **C** dans un angle.

Tirer et extraire le caoutchouc de son logement.

REMARQUE :
Utiliser un caoutchouc neuf à chaque dépose de la glace.

Découper le cordon d'adhésif : Fig. IV et V

- Couper la corde à piano, contenue dans le kit de collage, en deux parties égales.

- Introduire la corde à piano dans le trou (1) de la poignée et en fixer l'extrémité à l'aide du bouton moleté. Introduire l'autre extrémité dans le trou (2) situé sur la pointe de l'outil.

- Par l'intérieur du véhicule, prendre l'extrémité de la corde à piano à l'aide d'une pince universelle, l'enfoncer dans le joint pour le traverser et la fixer sur la poignée **D**.

  REMARQUE : Il est souhaitable d'amorcer le découpage du cordon dans un angle.

- L'opérateur à l'intérieur du véhicule pique la pointe de l'outil dans le joint à environ **30 cm** du point de passage de la corde à piano, tandis que l'autre opérateur (à l'extérieur) tire sur la poignée **D** et découpe le cordon. Répéter l'opération jusqu'à découpe complète du joint.

PREPARATION.

Préparation de la baie : Fig. VI et VII
Araser le joint restant à l'aide d'une lame tranchante en évitant au maximum de blesser le film de peinture.
Préparation de la glace (en cas de non remplacement) : **Fig. VII**
Araser le joint restant à l'aide d'une lame tranchante.

ATTENTION : Dans le cas d'une glace déjà collée au polyuréthane, il ne faut en aucun cas chercher à enlever complètement l'adhésif-joint restant, mais simplement araser pour retirer les surépaisseurs.
Essuyer, **uniquement à sec**, les surfaces sales.

IMPORTANT : Toutes les zones de tôle mise à nue lors de la dépose et du nettoyage doivent impérativement être remises en peinture avant la pose du pare-brise, en particulier celles extérieures au cordon de collage, car le primaire d'adhérence n'assure en aucun cas la protection anti-corrosion et pour remplir son rôle doit être appliqué sur peinture et non sur tôle.

PREPARATION (suite).

Dégraisser les surfaces de collage : Fig. I, II et IV

A l'aide du chiffon et du dégraissant contenu dans le kit, nettoyer, sur glace et feuillure de baie, les surfaces de collage.

Appliquer le primaire-verre sur la glace de pare-brise : Fig. I et V

A l'aide de l'applicateur (1), enduire une bande périphérique de 15 mm de largeur, de primaire pour verre.
Laisser sécher 5 minutes.

Appliquer le primaire-tôle sur la feuillure de baie : Fig. II et VI

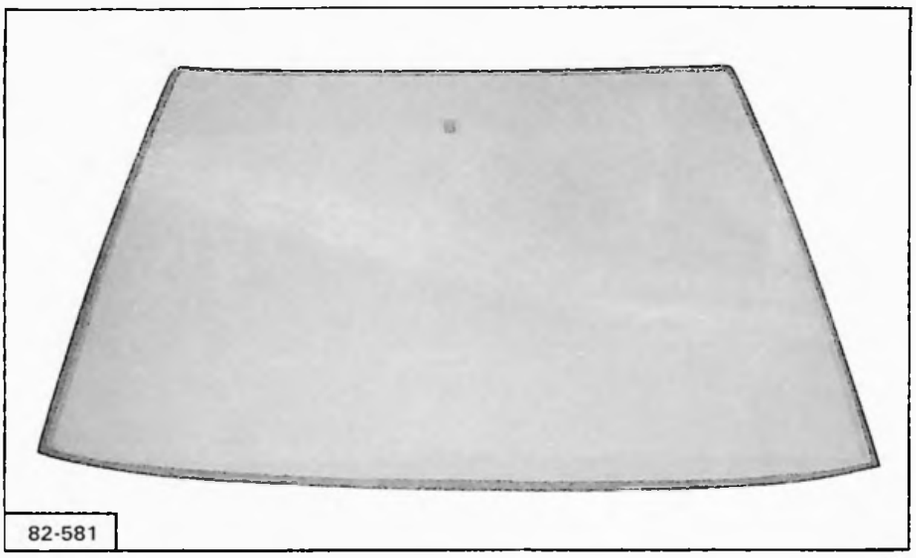
A l'aide de l'applicateur (2), enduire de primaire pour tôle, la feuillure de baie de pare-brise.
Laisser sécher 8 à 10 minutes.

ATTENTION : Sur les surfaces, où il reste de l'adhésif-joint, il ne faut appliquer ni dégraissant, ni primaire, mais simplement enlever les poussières éventuelles avec un chiffon propre et sec.

Nettoyer la lèvre (3) du caoutchouc de finition avec un chiffon propre imbibé de dégraissant : **Fig. VII.**
Poser le caoutchouc sur la glace.
Poser les profilés intérieurs (4) sur les feuillures supérieure **« a »** et inférieure **« b ».**

Poser le cordon d'adhésif-joint sur la feuillure de baie : Fig. III et VIII

Percer et déposer la membrane à la base de la cartouche.
Retirer le déshydratant.
Visser la buse correspondante sur la cartouche.
Fixer la cartouche sur le pistolet et percer l'opercule.
Extruder un cordon ininterrompu d'adhésif-joint sur la feuillure de baie de pare-brise.



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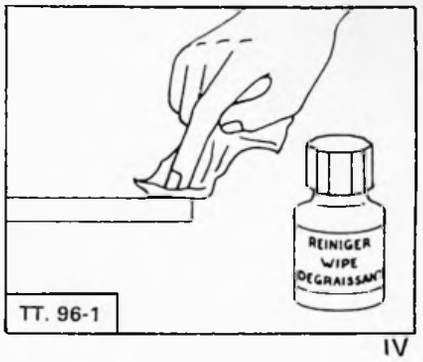

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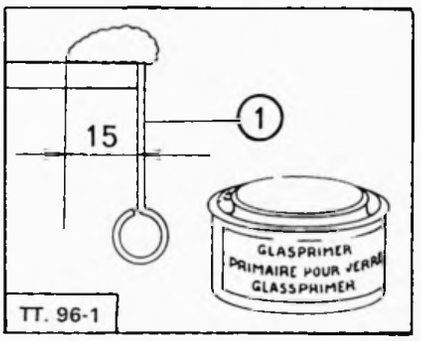

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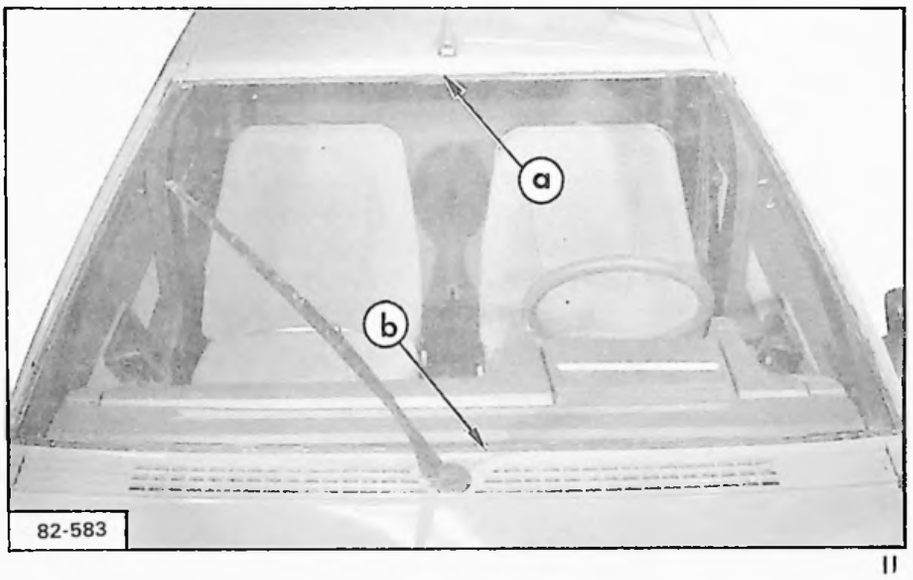

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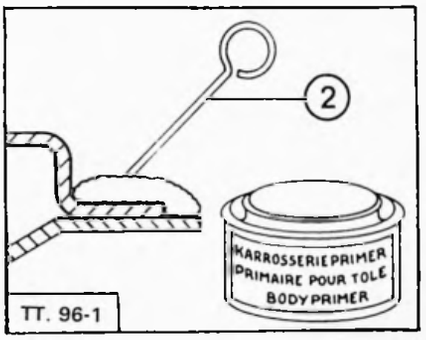

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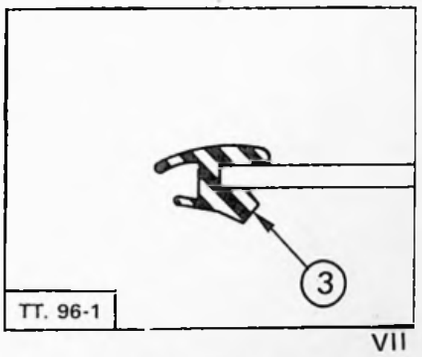

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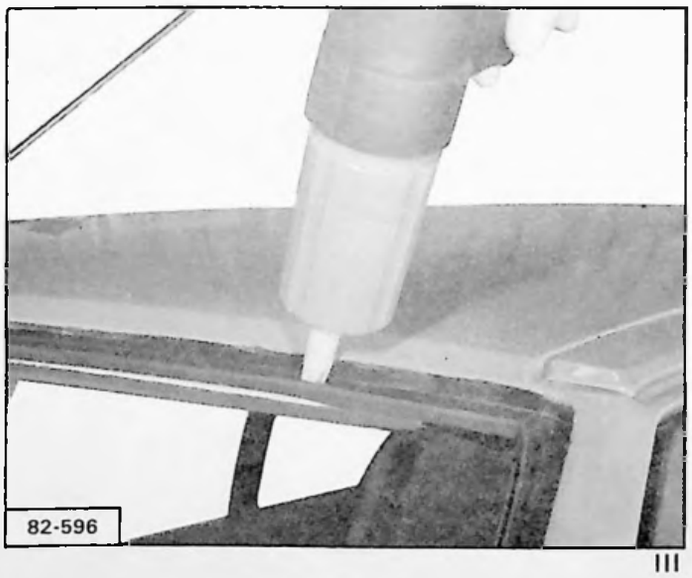

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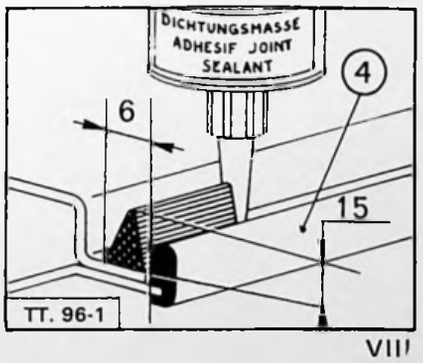

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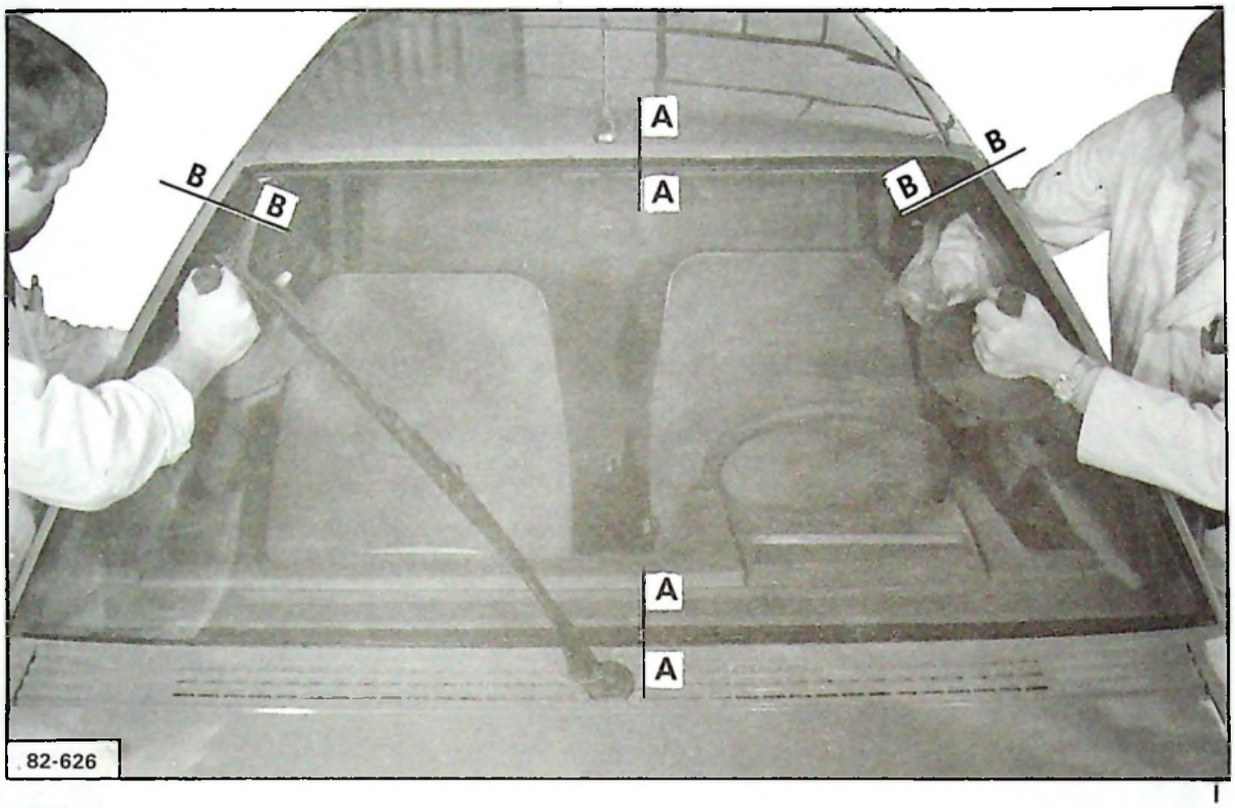

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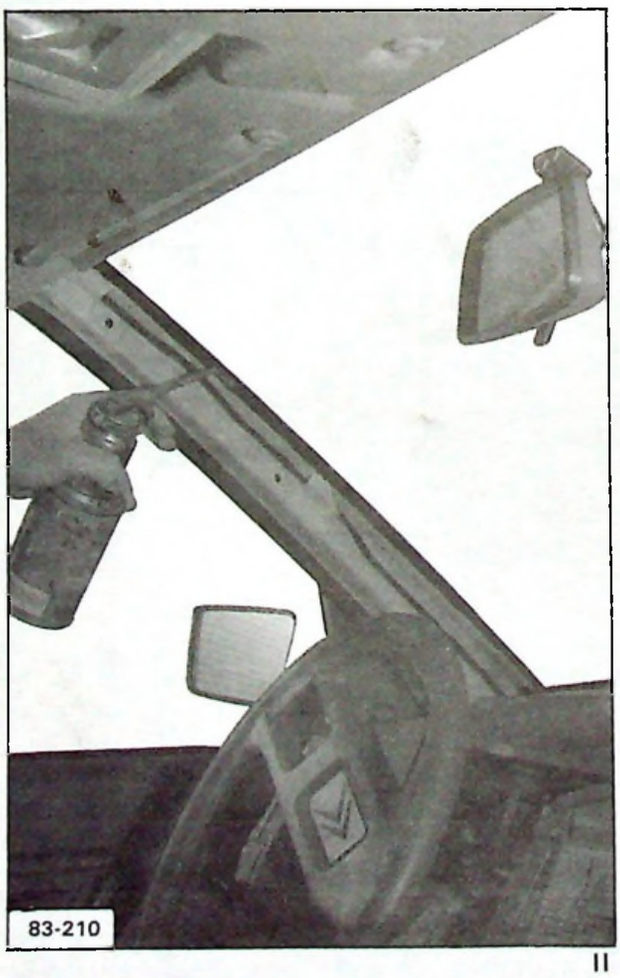

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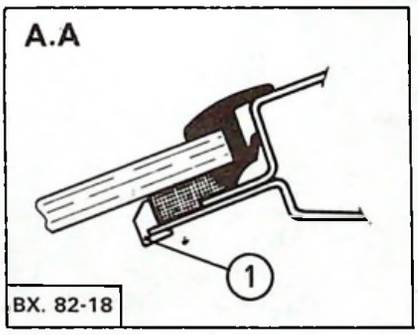

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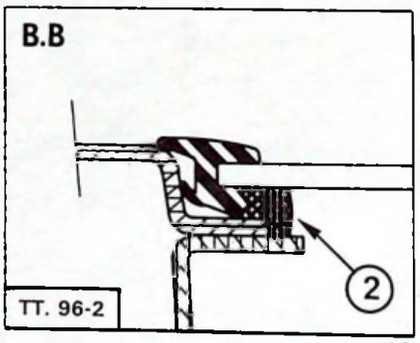


IV

Pose du pare-brise :

Percer la membrane à la base de la cartouche d'adhésif-joint.
Retirer le fond et le déshydratant.

Visser la buse correspondante sur la cartouche.

Introduire la cartouche dans le pistolet.

Extruder un cordon ininterrompu d'adhésif-joint sur la feuillure de baie de pare-brise : **Fig. I et II.**

Repositionner (si nécessaire) les cales de mise en jeu de la glace.

Disposer les ventouses sur la glace : **Fig. III.**

Présenter la glace de pare-brise parallélement à la baie et l'appliquer sur le cordon d'adhésif : **Fig. III, IV et V.**
(Vérifier sa position).

Lisser le cordon en **« a »** (si nécessaire) à l'aide d'une spatule.

Faire un apport d'adhésif-joint supplémentaire en cas d'insuffisance.

Préparation des enjoliveurs :

Dégraisser et appliquer une couche de primaire-tôle sur le bord d'enjoliveur qui pénètre dans l'adhésif-joint.

Appliquer un cordon fin ($\phi = 3$ mm) en (1) sur toute la longueur de chacun des enjoliveurs. **Fig. VI.**

REMARQUE :
Cette opération est indispensable pour éviter les déformations pouvant se produire ultérieurement.

Poser les enjoliveurs de pare-brise : Fig. I, II et III

Poser les enjoliveurs suivant ordre (1), (2), (3) et (4).
Dans le cas d'enjoliveurs du type A, retirer la feuille de protection de l'adhésif double face avant la mise en place de l'enjoliveur : **Fig. III.**

NOTA : Présenter les enjoliveurs d'angles pour repérer la position des autres enjoliveurs.

Poser les enjoliveurs d'angles : Fig. I et IV

Déposer les butées mises en place pour le centrage de la glace.
Retirer les feuilles de protection de l'adhésif double face en **« a »** sur chacun des enjoliveurs d'angles.
Agrafer et plaquer les enjoliveurs sur la glace.

Poser les garnitures de montant de pare-brise et le rétroviseur intérieur.

Cas d'une semelle de rétroviseur décollé :

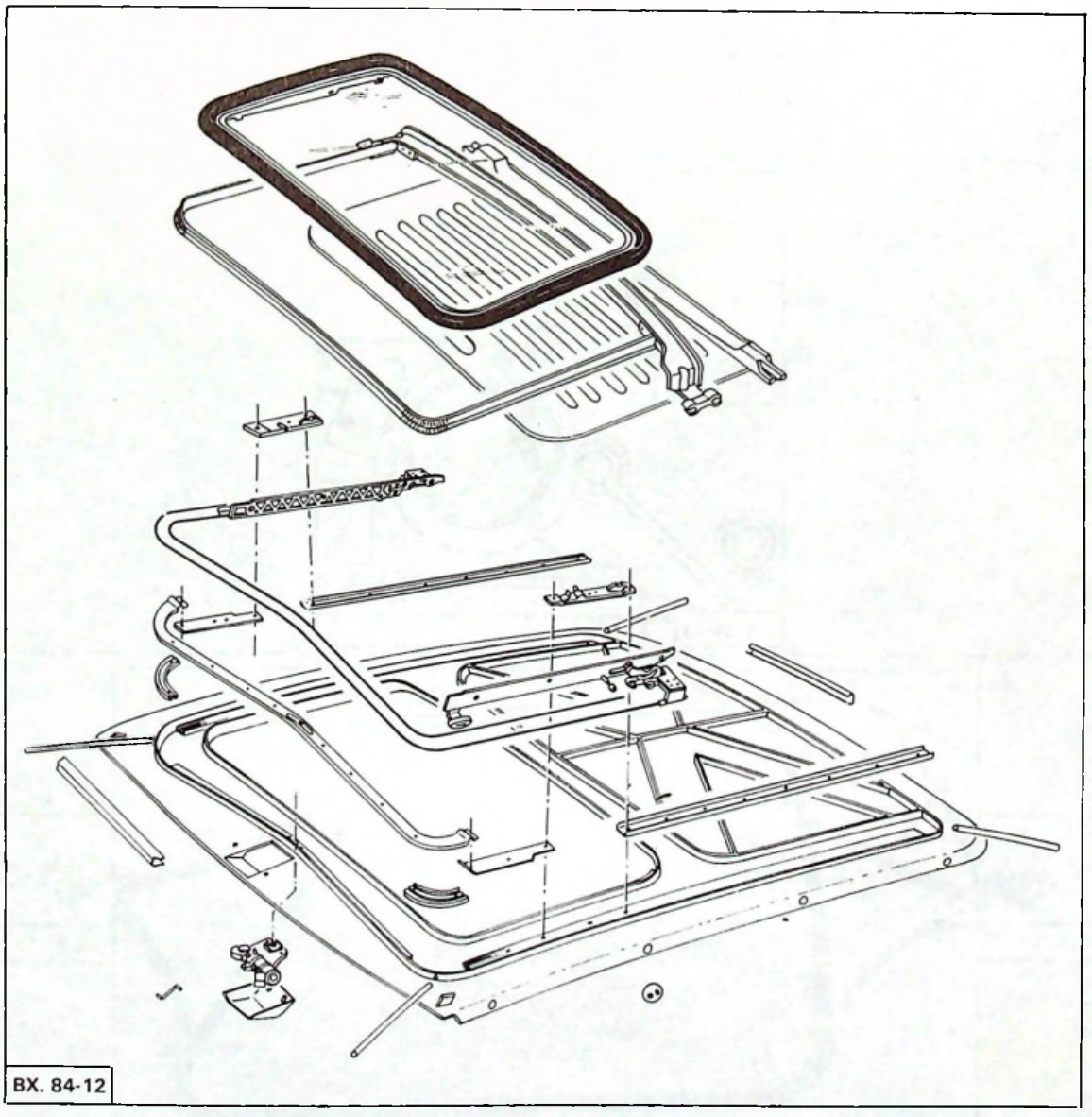
Utiliser impérativement une semelle neuve.
Effectuer le collage (suivant notice d'emploi) exclusivement à l'aide du kit verre métal LOCTITE Réf. ZC. 9 856 689 U.

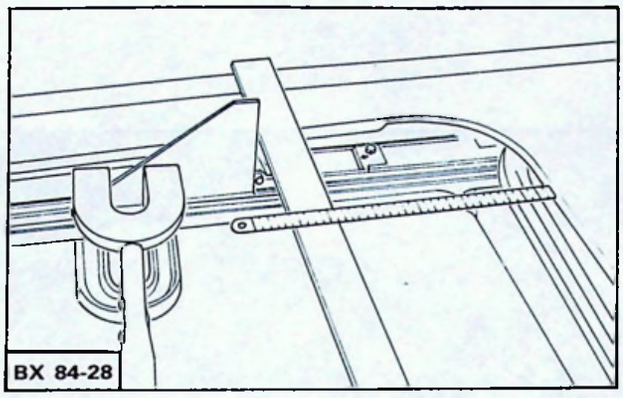
Cas d'entrée d'eau par le pare-brise :

En cas d'entrée d'eau par le pare-brise, il faut :
- Déposer les garnitures de montant de pare-brise et les joncs de finition sur les parties supérieure et inférieure.
- Extruder du mastic (polyuréthane ou butyl liquide) de couleur noire entre la feuillure et la glace, par l'intérieur du véhicule.

NOTA : Utiliser une buse fine et surtout éviter les surcharges de mastic.

84-102


BX. 84-12



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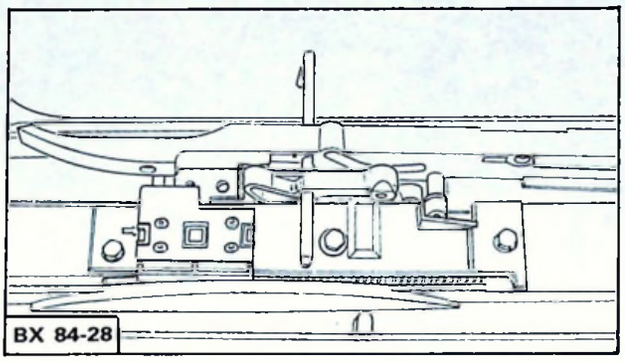

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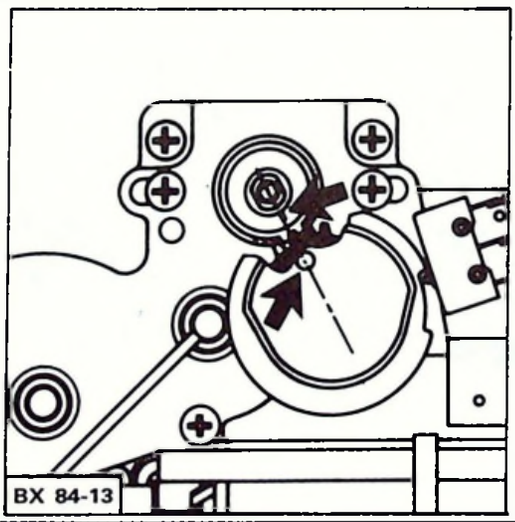

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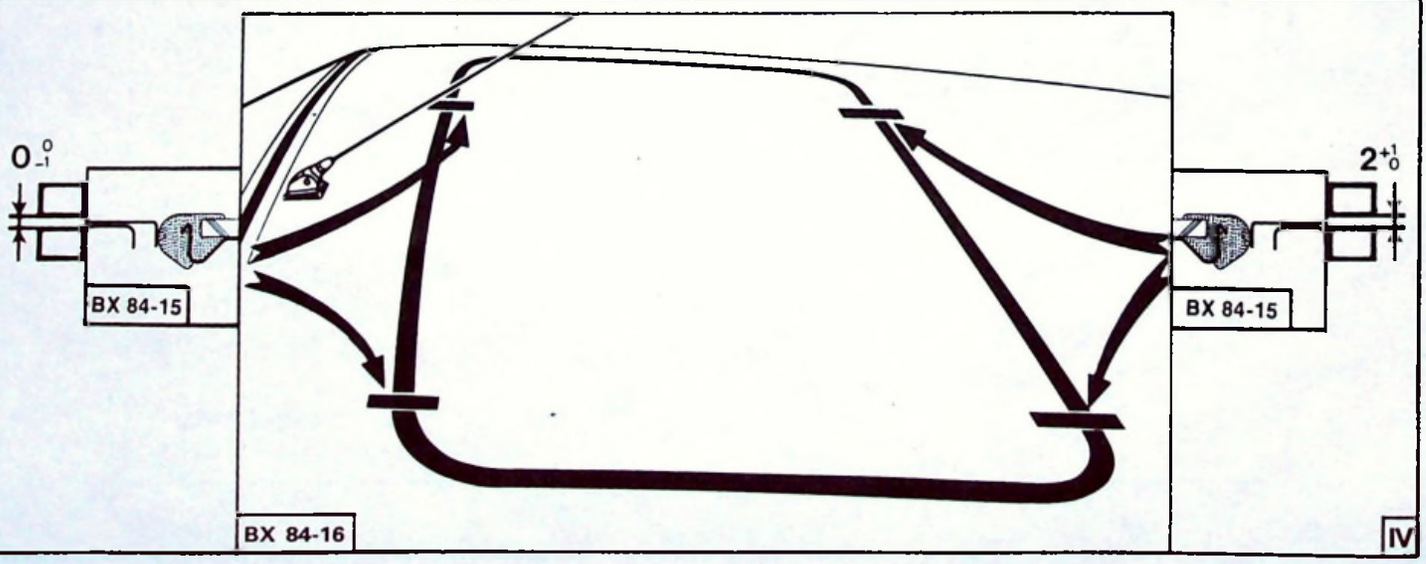


IV

CONDITIONS DE RÉGLAGE DE BASE

I. Réglage des doigts de guidage.

II. Réglage des coulisses latérales et orientation des câbles.

III. Réglage du moto-réducteur.

IV. Réglage d'affleurement du volet mobile.

Ces conditions doivent être simultanément réunies (volet fermé) pour un fonctionnement correct du toit ouvrant.

OUTILLAGES SPÉCIFIQUES : pages 8-9.

POINTS PARTICULIERS : pages 10-11.

EXEMPLES TYPES DE FONCTIONNEMENT DÉFECTUEUX

DÉFAUTS CONSTATÉS (autres que défauts électriques)	CAUSES	OPÉRATIONS à effectuer
Vrillage du toit ouvrant à l'ouverture ou à la fermeture.	Réglage défectueux des coulisses latérales.	Vérifier I. Régler II, III, IV.
Arrêt de l'ouverture ou de la fermeture du toit ouvrant dans une position intermédiaire quelconque.	Réglage défectueux du moto-réducteur.	Vérifier I, II. Régler III, IV.
Le toit ouvrant se bloque et toutes manœuvres (électriques ou manuelles) sont inopérantes.	L'un des câbles de commande (ou les deux) est sorti de son rail de guidage (sous le couvercle avant dans l'une ou l'autre des parties latérales de raccordement rayonnées).	Dépose complète du toit ouvrant. Assembler le couvercle AV avec les guide-câbles latéraux (voir points particuliers page 11).
Sifflement à grande vitesse.	Réglage défectueux du volet mobile.	Vérifier II, III Régler IV.
Bruit métallique (toit ouvrant fermé, volet ocultant poussé vers l'AR).	Battement du cadre de finition sur les coulisses latérales en partie arrière.	Voir points particuliers en fin de gamme page 11.

I. RÉGLAGE DES DOIGTS DE GUIDAGE.

Cette opération se réalise sans dépose préalable sur véhicule.

OUTILLAGE NÉCESSAIRE :

- 2 équerres tôle, confectionnées par le réparateur *(voir croquis page 9)*.
- 2 pinces tôle.
- 1 règle.
- 1 réglet.

MODE OPÉRATOIRE :

1. Agir sur la commande électrique pour obtenir l'ouverture complète du toit ouvrant.

2. Positionner les équerres (confectionnées par le réparateur) dans les gouttières gauche et droite, en butée sur les tourillons des doigts de guidage ; *maintenir ces équerres par des pinces tôle* (voir **Fig. V**).

3. Présenter une règle, en appui sur le pavillon et en butée sur les équerres.

4. Vérifier côtés gauche et droite la cote de 177 ±0,5 (voir **Fig. V**).
- Si cette cote est mauvaise, déposer le (ou les) doigt(s) de guidage **(Fig. VI).**
- Modifier les Ø de fixation (exécuter des boutonnières en utilisant une lime "queue de rat" Ø 4 mm).

REMARQUE :

Lors de la remise en place des doigts de verrouillage, nous recommandons d'utiliser des vis tête H, Ø M4, longueur 10, matière inox, en lieu et place des vis tête "Phillips" montées de série (facilité de dépose et pose).
Point particulier : la vis centrale sera montée avec une rondelle.

II. RÉGLAGE DES COULISSES LATÉRALES et orientation des câbles

Dépose préalable :

- Déposer le toit ouvrant, voir gamme **XB 971-1**.
- Déposer le cache moto-réducteur et désolidariser le moto-réducteur des câbles de commande **(Fig. VII)**.
- Déposer les doigts de guidage (voir REMARQUE en **I. REGLAGE DES DOIGTS DE GUIDAGE).**
- Déposer les coulisses.

MODE OPERATOIRE

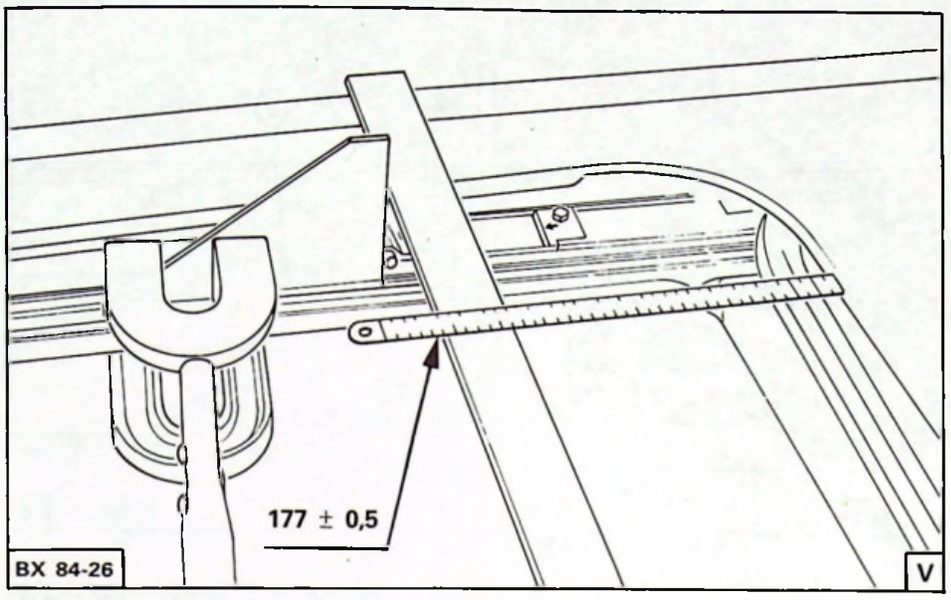
1. Dégager les guide-câbles (sans dépose complète de câble) **Fig. VIII** et procéder à la vérification suivante **(Fig. IX)** :

La bague **(a)** *sertie sur le câble comporte quatre facettes ; une des facettes se trouve en vis-à-vis de l'extrémité de la dernière spire du câble* **(b)**. **Repérer cette facette** (marqueur, craie, etc.)

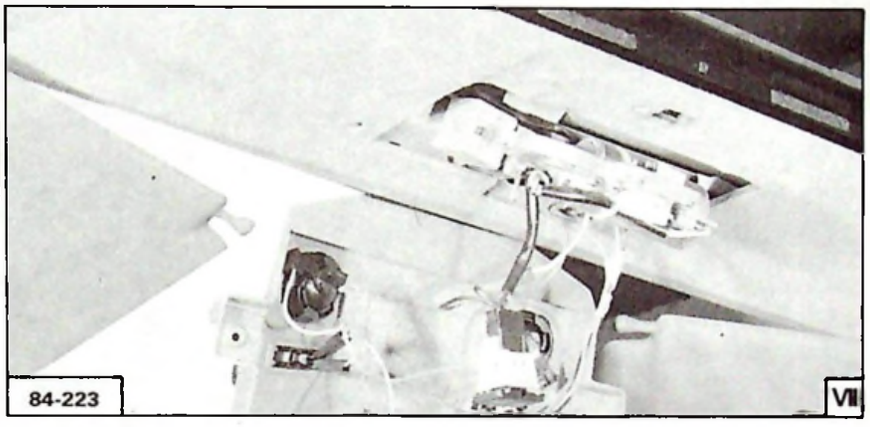
2. Positionner les guide-câbles dans les glissières en s'assurant que les repères (exécutés sur les facettes) soient positionnés de façon identique côté gauche et côté droit.

3. Poser les doigts de guidage et les coulisses.

4. Brocher les coulisses et les guide-câbles.
Utiliser les broches Ø = 4,1. Les positionner suivant **(Fig. X)** et repousser vers l'AR. les ensembles ainsi brochés jusqu'à ce que les tourillons **(c)** sur les coulisses viennent en contact sur les butées des doigts de verrouillage.


177 ± 0,5
BX 84-26
V

84-236
VI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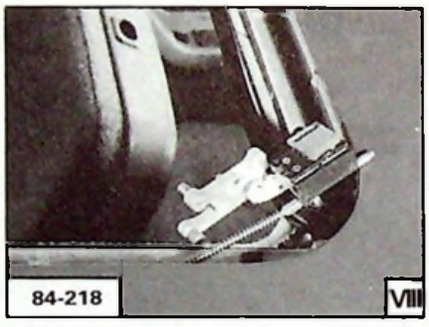
VII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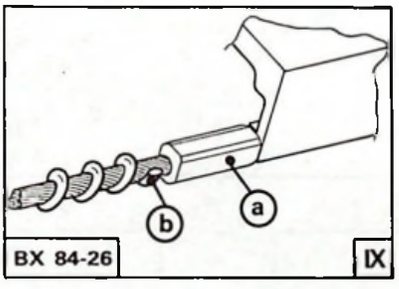
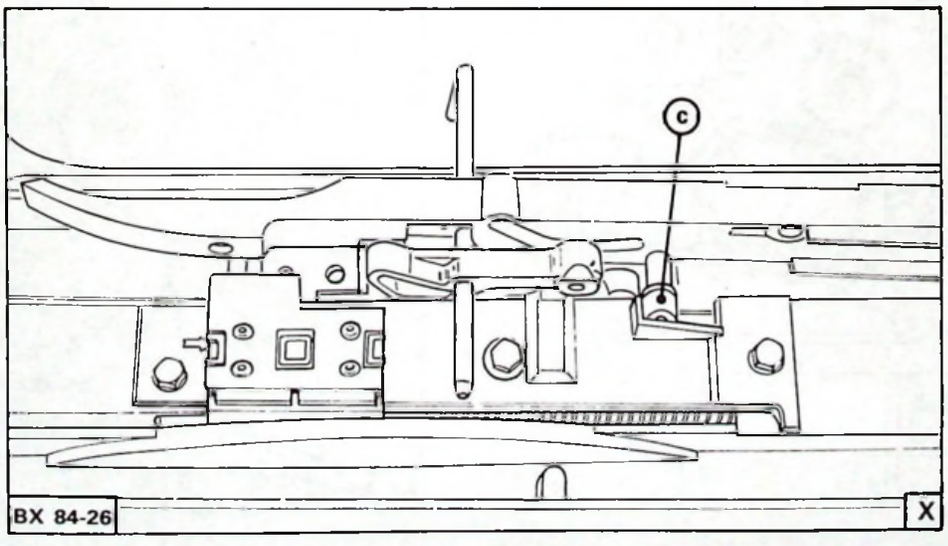
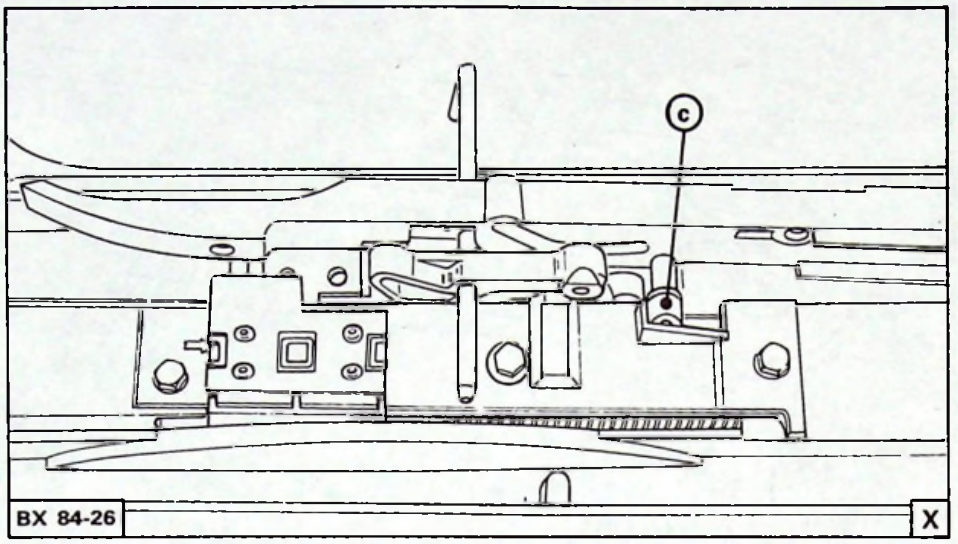
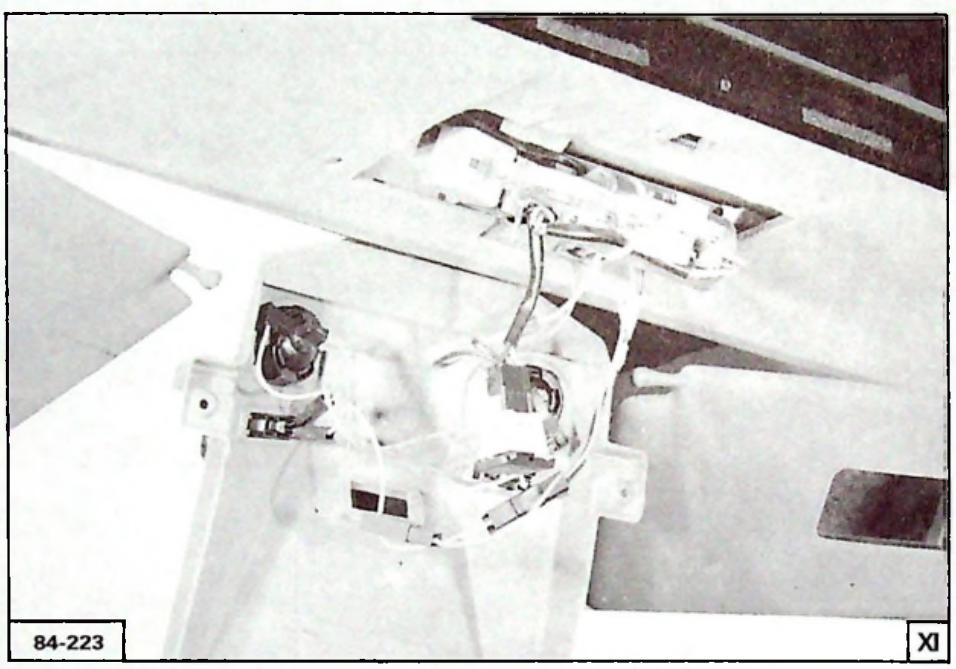
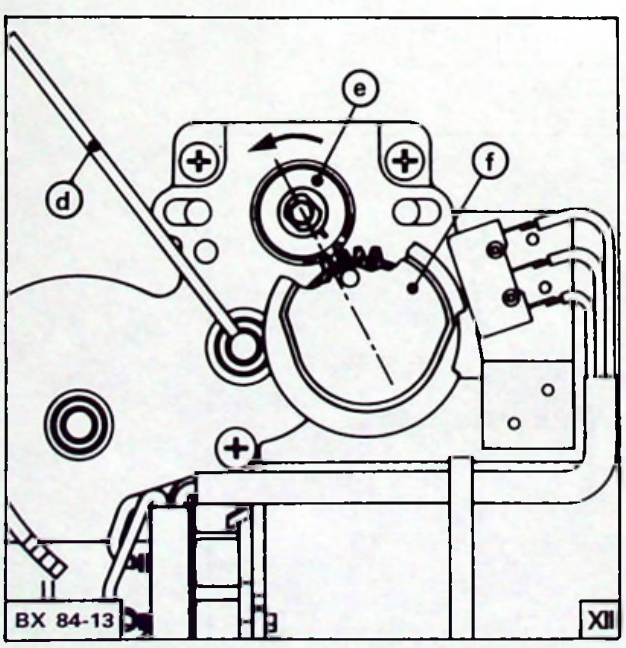
VIII

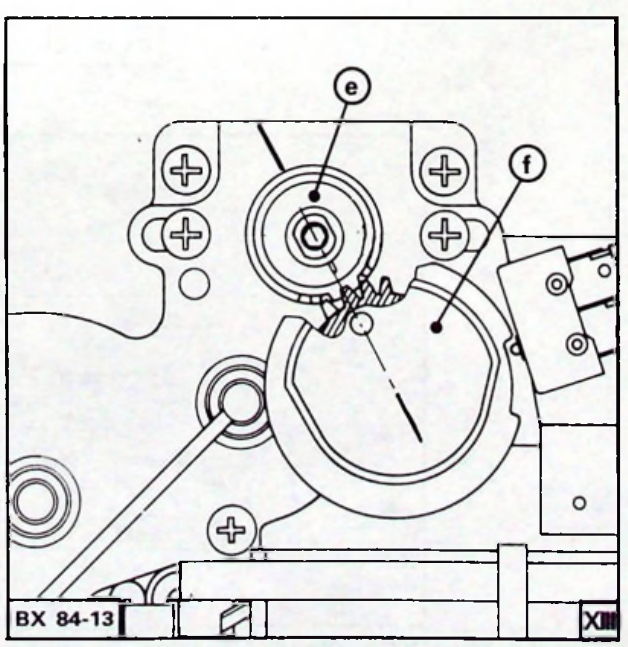

b
a
BX 84-26
IX


c
BX 84-26
X


c
BX 84-26
X


84-223
XI


e
f
d
BX 84-13
XII


e
f
BX 84-13
XIII

N.B. Les broches doivent rester en place jusqu'à ce que toutes les opérations de réglage du toit ouvrant soient réalisées (y compris la pose du moto-réducteur et du toit ouvrant).
Les broches ne seront retirées que juste avant la mise en place du profilé intérieur de finition.

Le brochage des pièces mobiles (coulisses et guide-câbles) a pour but le positionnement théorique de ces pièces en position fermeture du toit ouvrant, point essentiel du parfait fonctionnement de celui-ci.

III. RÉGLAGE DU MOTO-RÉDUCTEUR

Dépose préalable :

- Déposer le cache du moto-réducteur.
- Désolidariser le moto-réducteur des câbles de commande **(Fig. XI)**.

MODE OPÉRATOIRE

1. Débrayer le réducteur, manœuvrer le levier **(d)** dans le sens de la flèche (moulée sur le moto-réducteur) et le positionner suivant **(Fig. XII)**.
2. Manœuvrer la came **(e)** dans le sens de la flèche (à l'inverse des aiguilles d'une montre) jusqu'à ne plus engrener la came **(f)**, cette came devant être dans la position de la **Fig. XII** (Micro-switch sur le dos de came et non dans le creux de came).
3. Maintenir fermement la came **(f)** dans sa position (obtenue en **2**).
4. Manœuvrer la came **(e)** dans le sens inverse de la flèche (sens des aiguilles d'une montre) jusqu'à obtenir le début d'engrènement de la came **(f)**.
5. Manœuvrer le levier **(d)** pour embrayer le réducteur.
   Cette manœuvre a pour effet d'entraîner une légère rotation de l'ensemble des cames **(e)** et **(f)** déterminant un parfait alignement des repères **(Fig. XIII)**.
6. Solidariser le moto-réducteur des câbles de commande.

N.B. Ce réglage est à effectuer en position fermeture du toit ouvrant. Il est complémentaire au **§ II REGLAGE DES COULISSES LATÉRALES.**

IV. REGLAGE D'AFFLEUREMENT DU VOLET MOBILE

Dépose partielle préalable :

– Déposer les trois vis **(1) (Fig. XIV)** et repousser vers l'arrière le cadre mobile de finition **(a).**

MODE OPÉRATOIRE

1. Débloquer les six vis **(2) (Fig. XV).**

2. Vérifier :
- Le réglage des coulisses latérales **§ II** page 4.
- Le réglage du moto-réducteur **§ III** page 7.

3. Régler le volet mobile suivant les conditions de réglage de la **Fig. XVI.**

4. Le réglage effectué, repositionner le cadre mobile et poser ses vis de fixation.

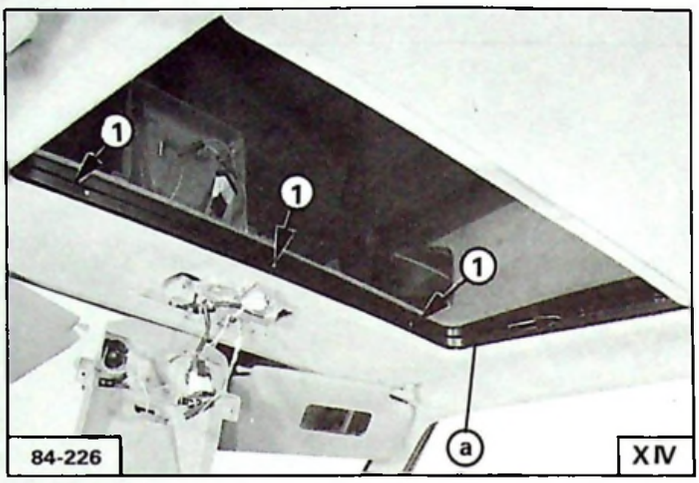
N.B. L'ouverture du toit ouvrant (translation vers l'arrière) n'est pas possible si le cadre mobile est en position arrière. Avant toute manœuvre, il est recommandé de le fixer sur le volet mobile.

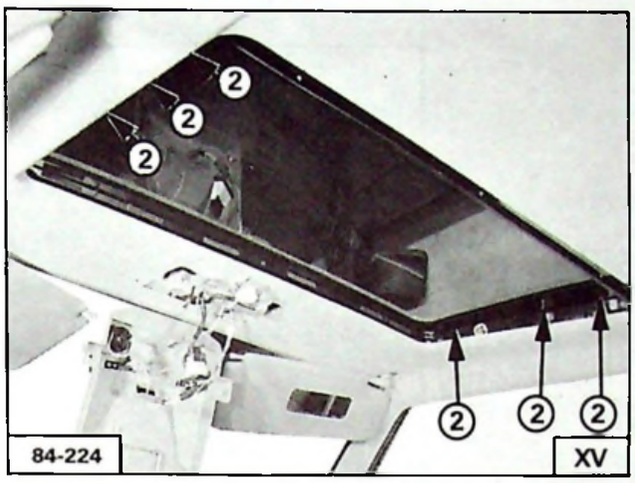
OUTILLAGE SPÉCIFIQUE

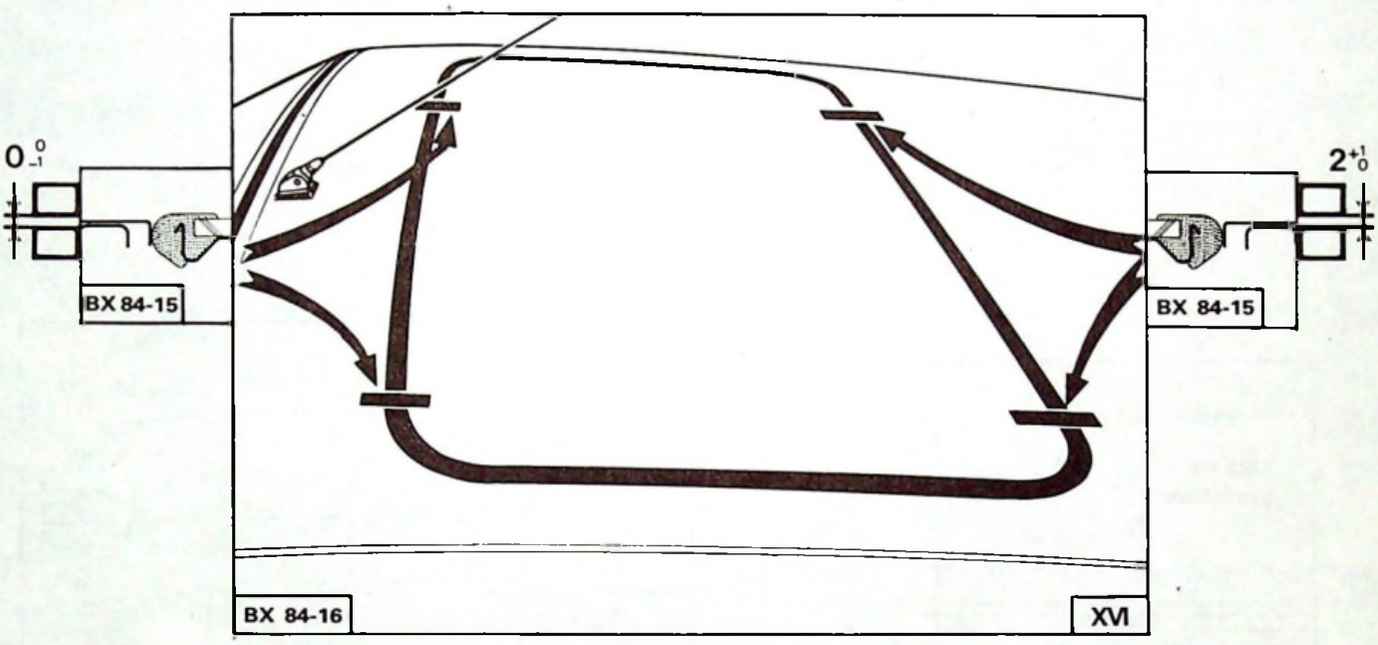
2 Piges Ø = 4,1 (Fig. XVII)

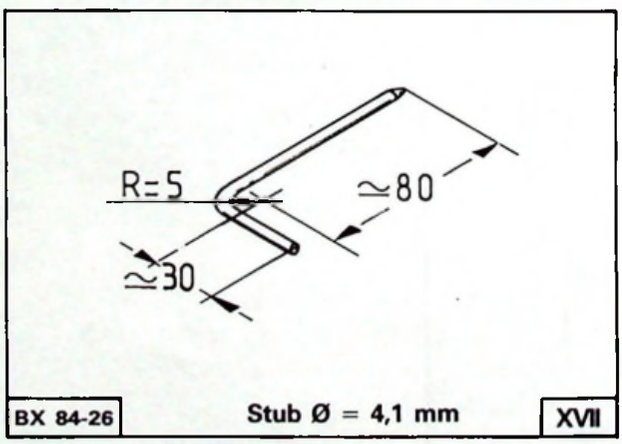
2 Equerres tôle (Fig. XVIII)

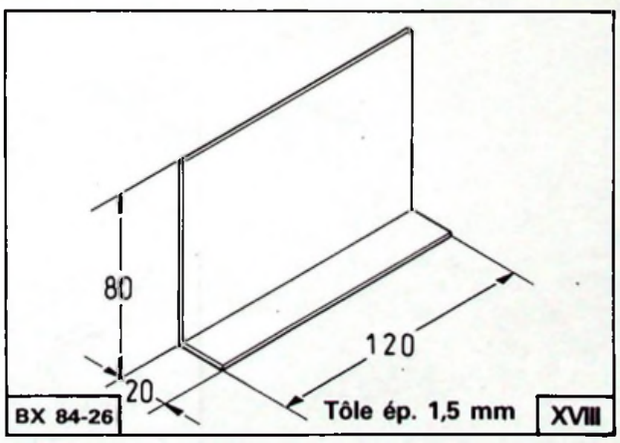
Cet outillage pouvant être facilement confectionné par chaque réparateur, ne sera pas vendu par le Département des Pièces de Rechange.

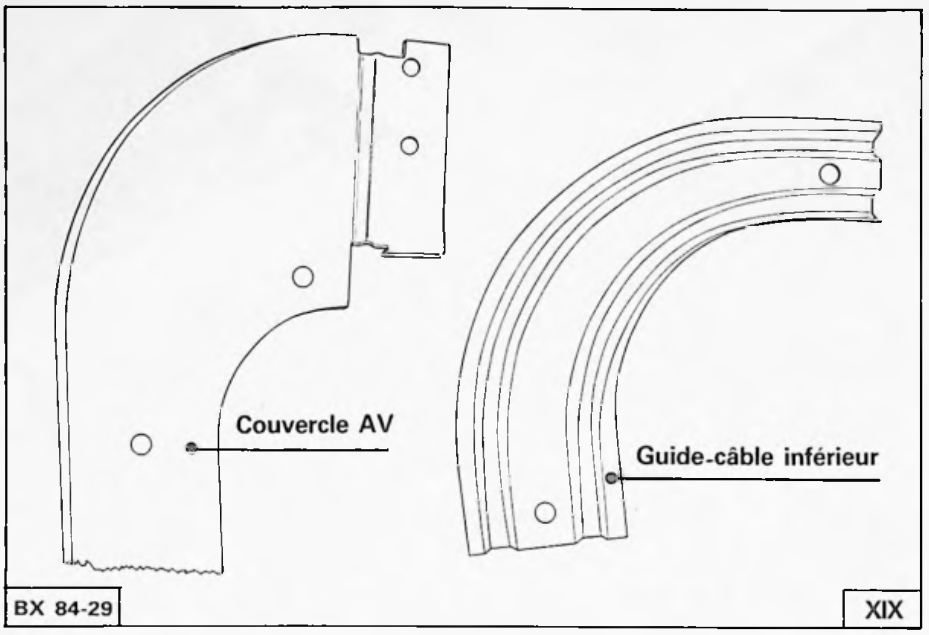

1
1
1
a
84-226
XIV

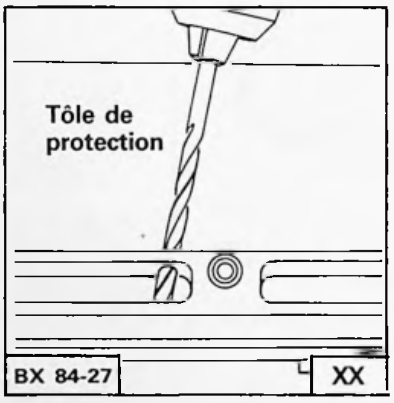

2
2
2
2
2
2
84-224
XV

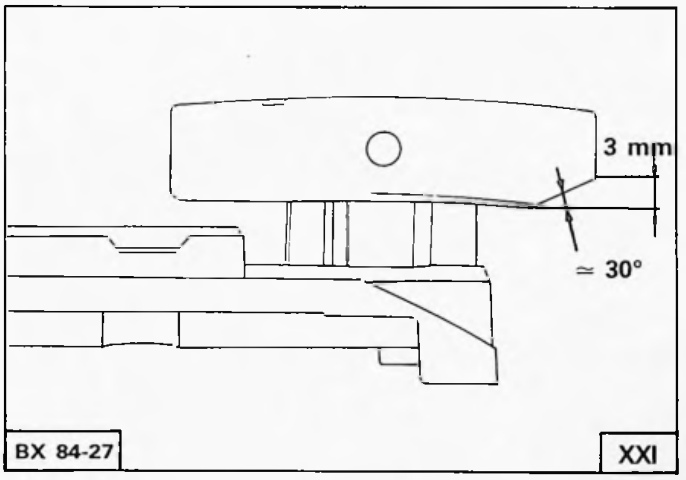

0 -1
2 +1
BX 84-15
BX 84-15
BX 84-16
XVI

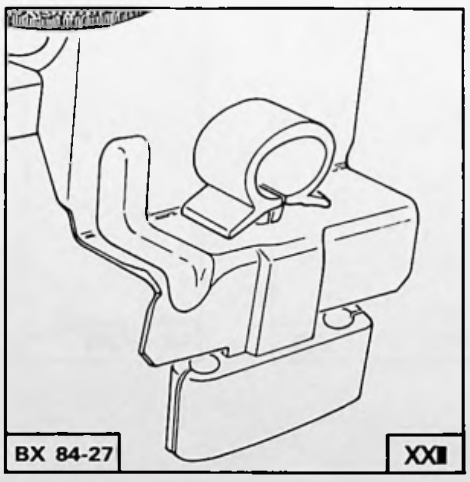

R=5
≃80
≃30
BX 84-26
Stub Ø = 4,1 mm
XVII


80
120
20
BX 84-26
Tôle ép. 1,5 mm
XVIII


Couvercle AV
Guide-câble inférieur
BX 84-29
XIX


Tôle de protection
BX 84-27
XX


3 mm
≃ 30°
BX 84-27
XXI


BX 84-27
XXII

POINTS PARTICULIERS

1er POINT :

A éxécuter systématiquement lors d'une dépose complète de toit ouvrant :

Assembler par deux points de soudure électrique chacun des guide-câbles latéraux sur le couvercle AV. **(Fig. XIX).**
L'indexage des guides sur le couvercle avant soudure devra être rigoureux (utiliser les Ø de fixation).
Une protection anti-rouille sera réalisée par injection de produit zingué et de graisse dans les intervalles guide câble-couvercle.

Lors du remontage, les câbles de commande ne seront engagés dans leur rainure de guidage qu'après avoir posé tous les couvercles (exceptés les doigts de guidage) (voir en **II RÉGLAGE DES COULISSES LATÉRALES ET ORIENTATION DES CABLES).**

2e POINT :

Etanchéité : voir gamme **XB 971-3** page 11.

3e POINT :

Rétention d'eau dans les alvéoles latéraux.
Exécuter un trou de Ø = 4 mm à l'arrière de tous les alvéoles latéraux, voir **(Fig. XX)**

(Protéger la garniture par une bande de tôle, largeur 45 mm).

N.B. **Les trois points définis ci-dessus** nécessitent la dépose complète du toit ouvrant pour leur exécution.
Les points définis ci-dessous sont réalisables après une dépose partielle de certains éléments du toit ouvrant (volet mobile, moto-réducteur, doigts de guidage).

4e POINT :

Modification du patin AV. sur les coulisses latérales.
Sur chaque patin exécuter un chanfrein suivant **Fig. XXI.**

5e POINT :

Bruit provoqué par le déplacement latéral du cadre mobile de finition sur ses coulisses en partie AR.
Améliorer le guidage du cadre par la pose de deux œillets plastique N° 26 199 429 (couleur : blanc) suivant **Fig. XXII.**
Procéder comme suit :

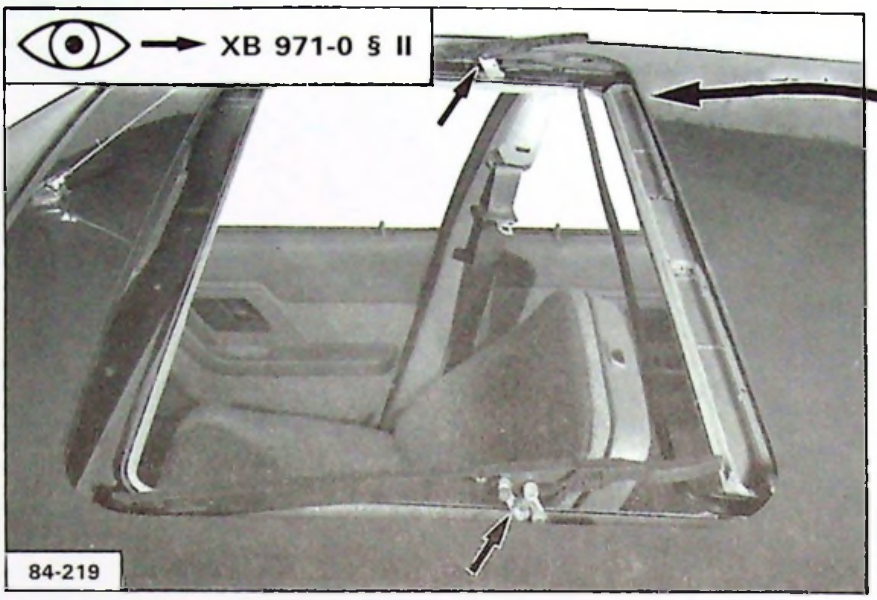
DEPOSE :

- Du toit ouvrant
- Des coulisses latérales
- Dégager le moto-réducteur des câbles de commande
- Des doigts de guidage
- Partielle des câbles de commande (**Fig. VIII** p. 5)
- Dégager le cadre mobile et poser les œillets plastique.

REPOSE :

Effectuer tous les réglages dans l'ordre des § I, II, III, IV.

XB 971-0 § II



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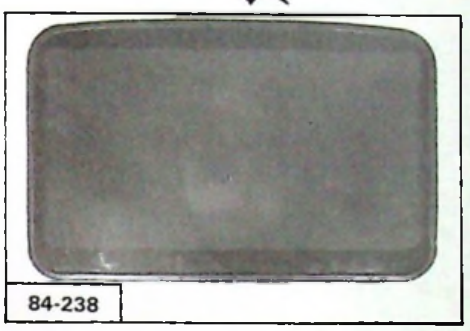

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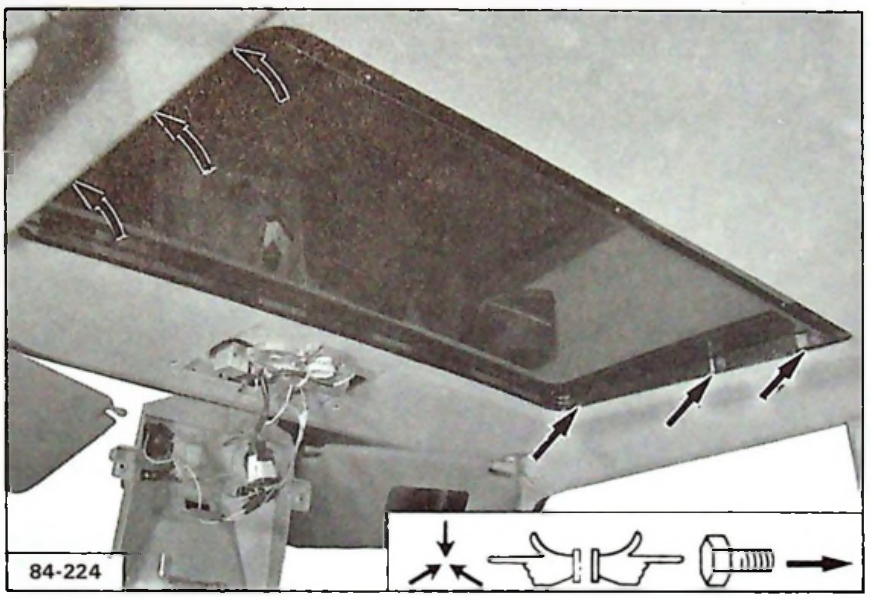

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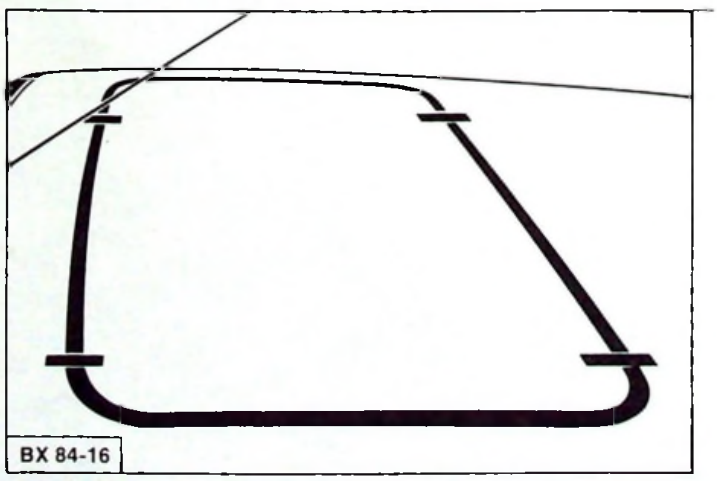
XB. 971-0 § III, IV



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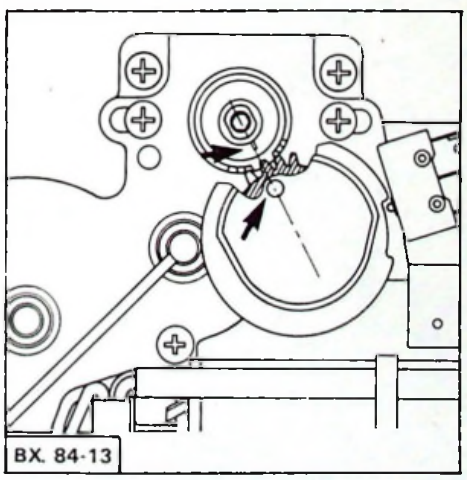

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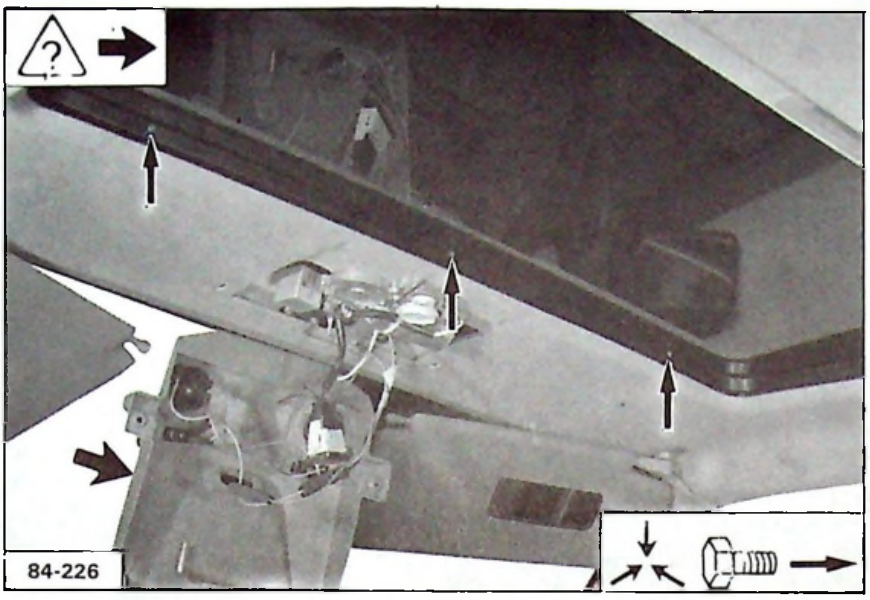
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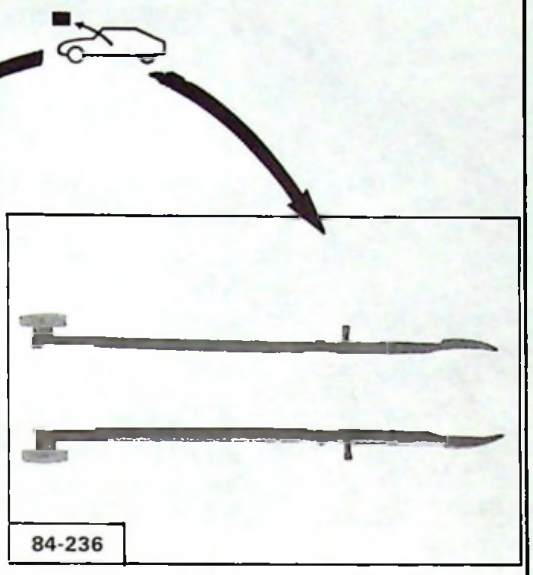
84-219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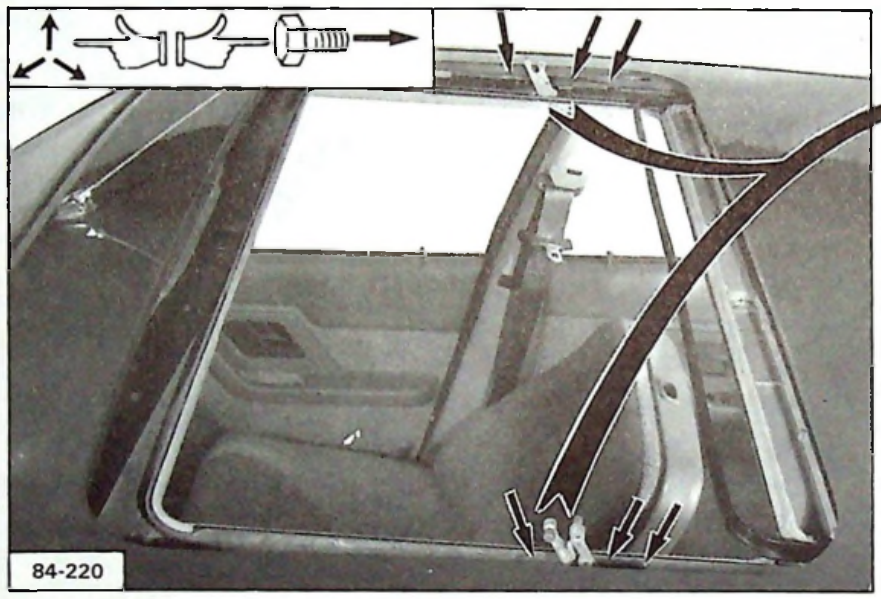
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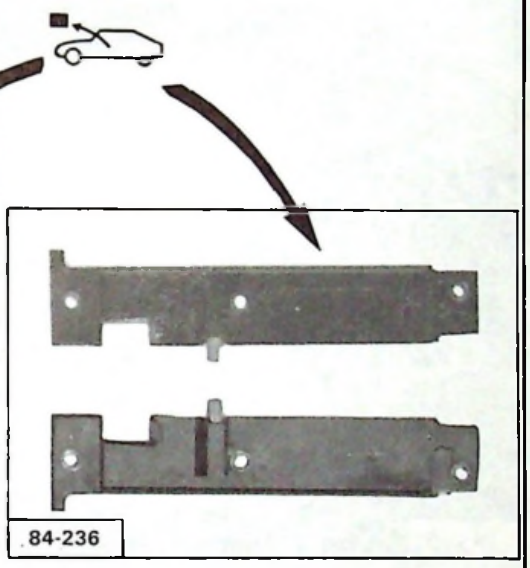
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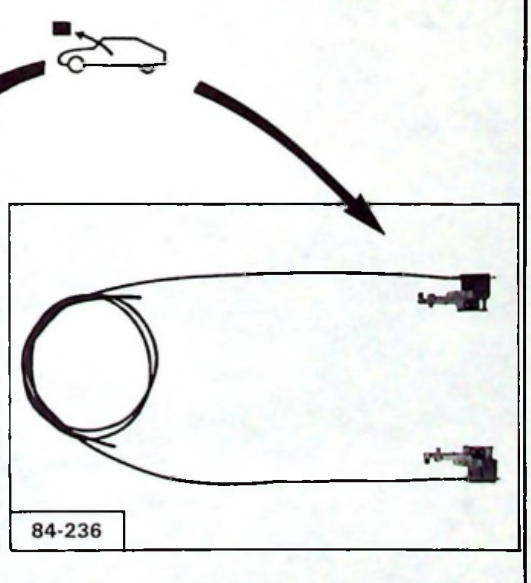
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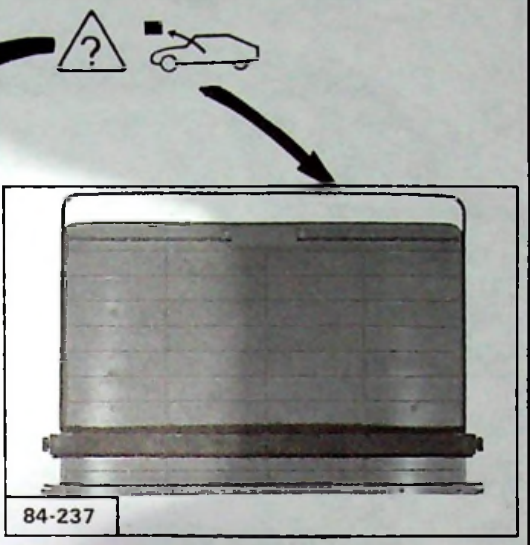
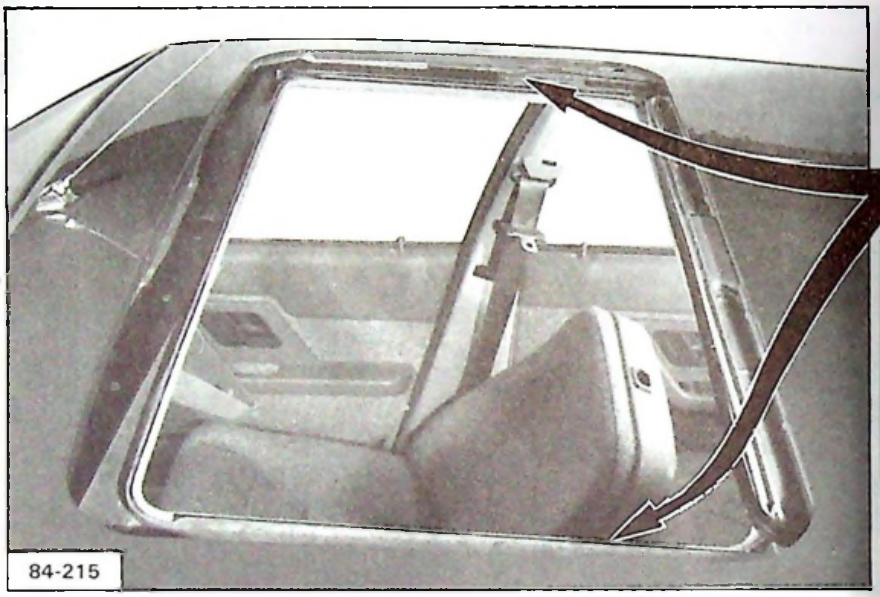
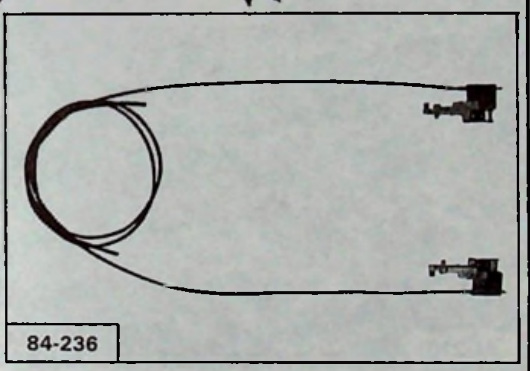
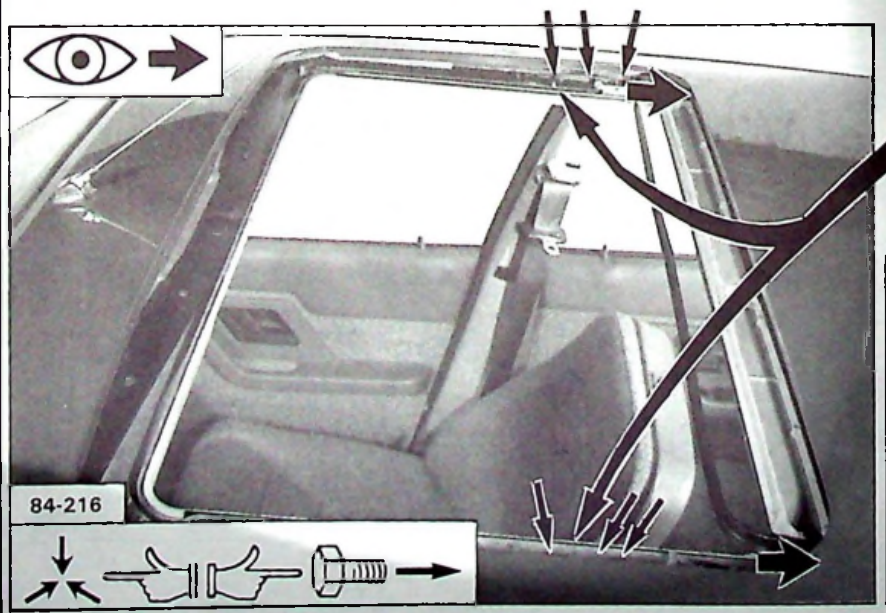


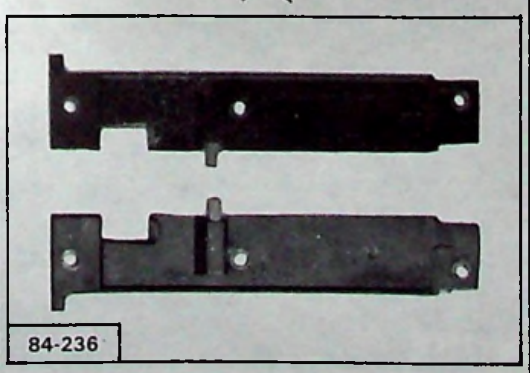


XB 971-0 § II





XB 971-0 § I



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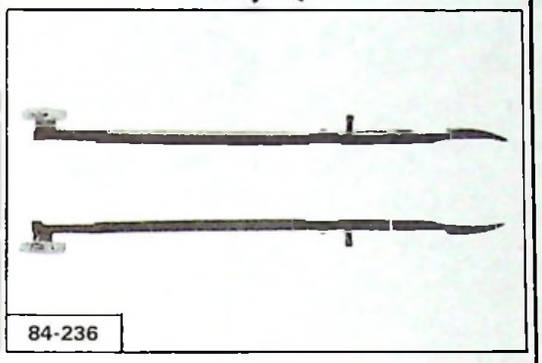
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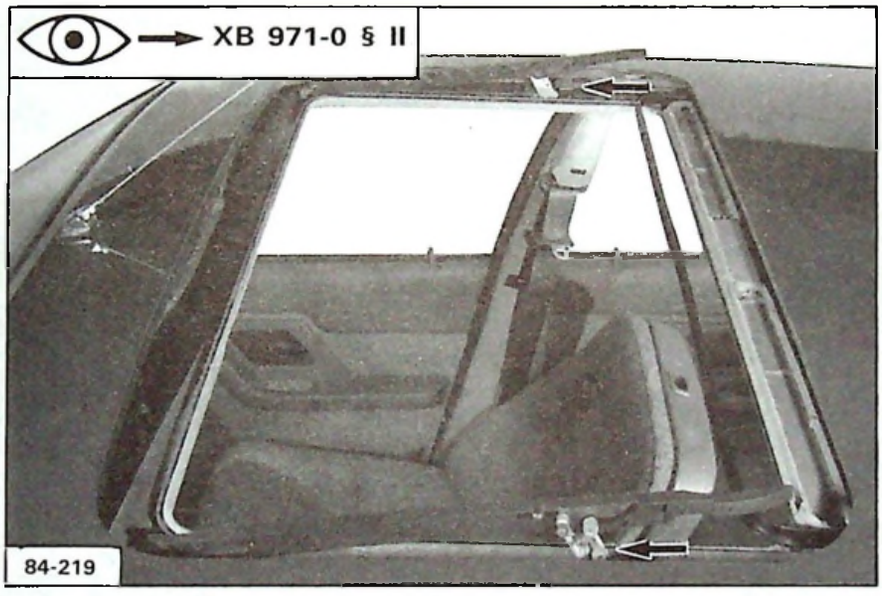
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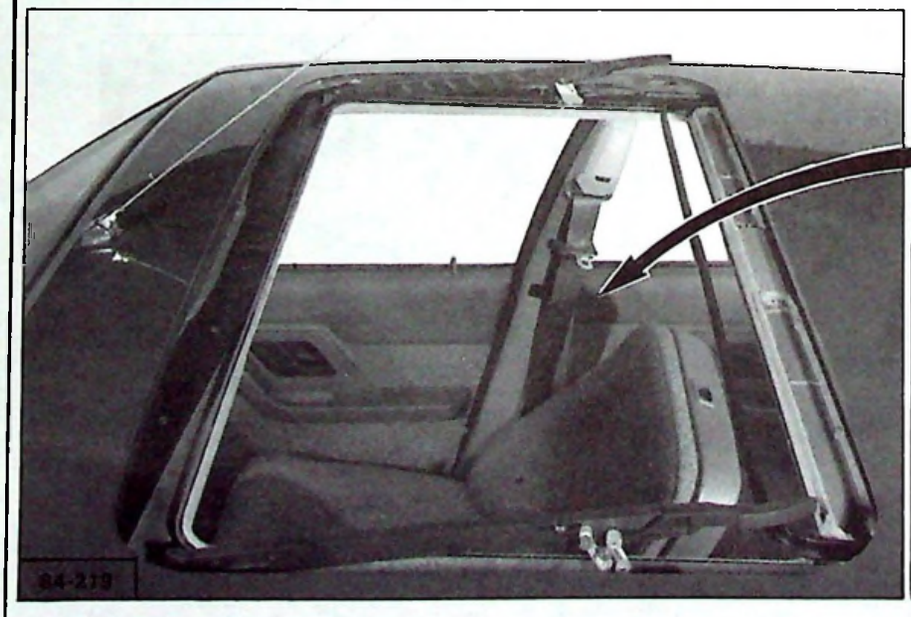
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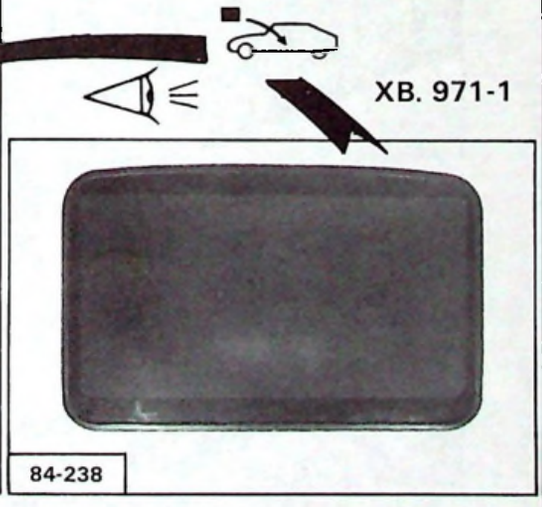
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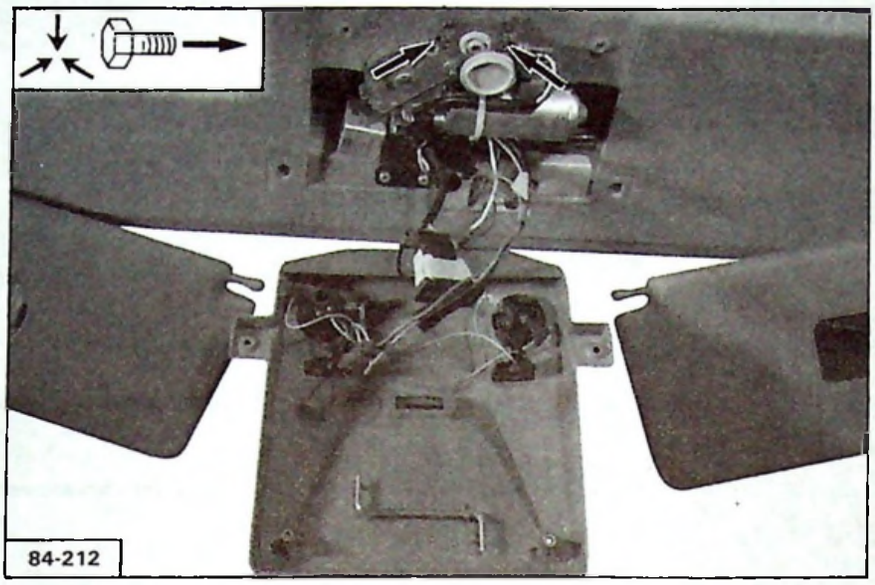
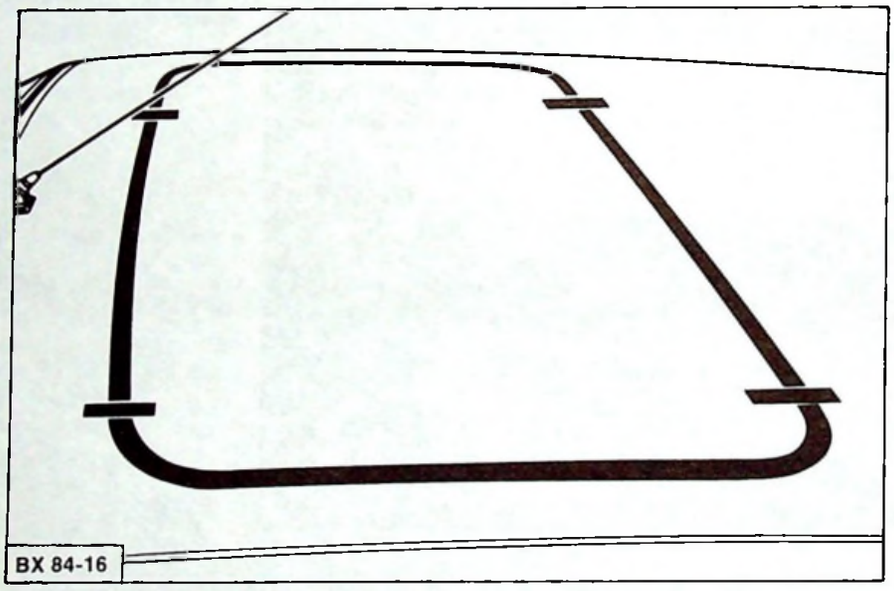
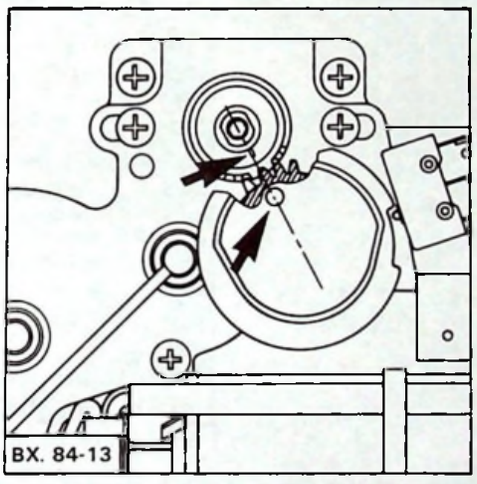
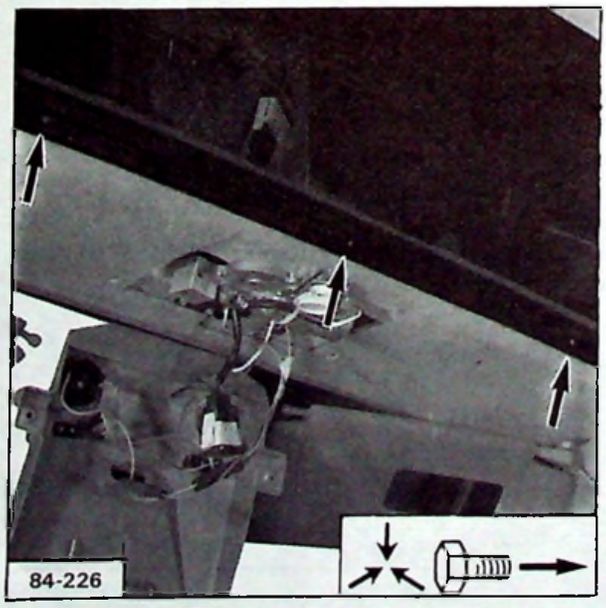
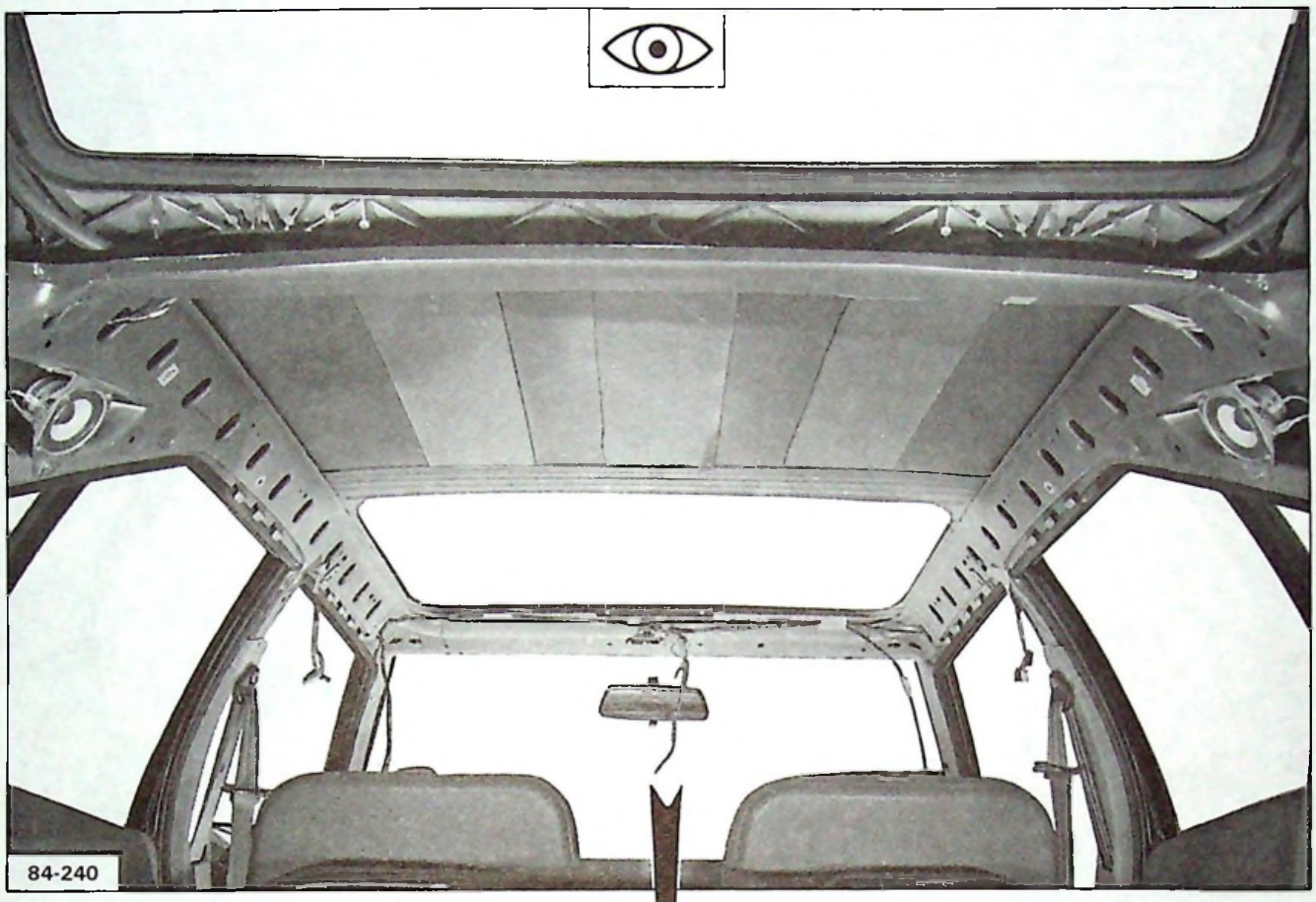


XB. 971-0 § III, IV





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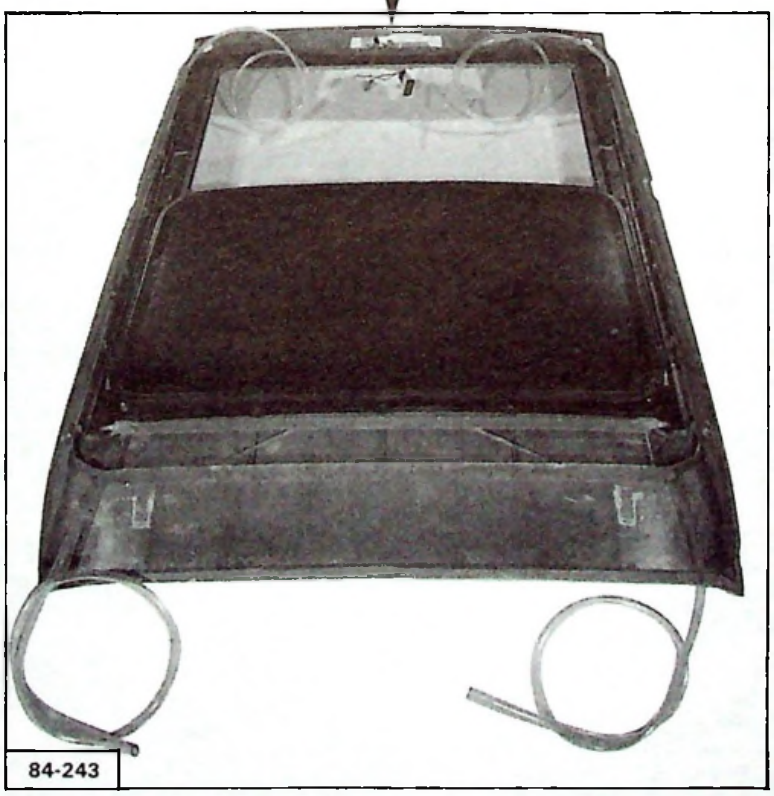
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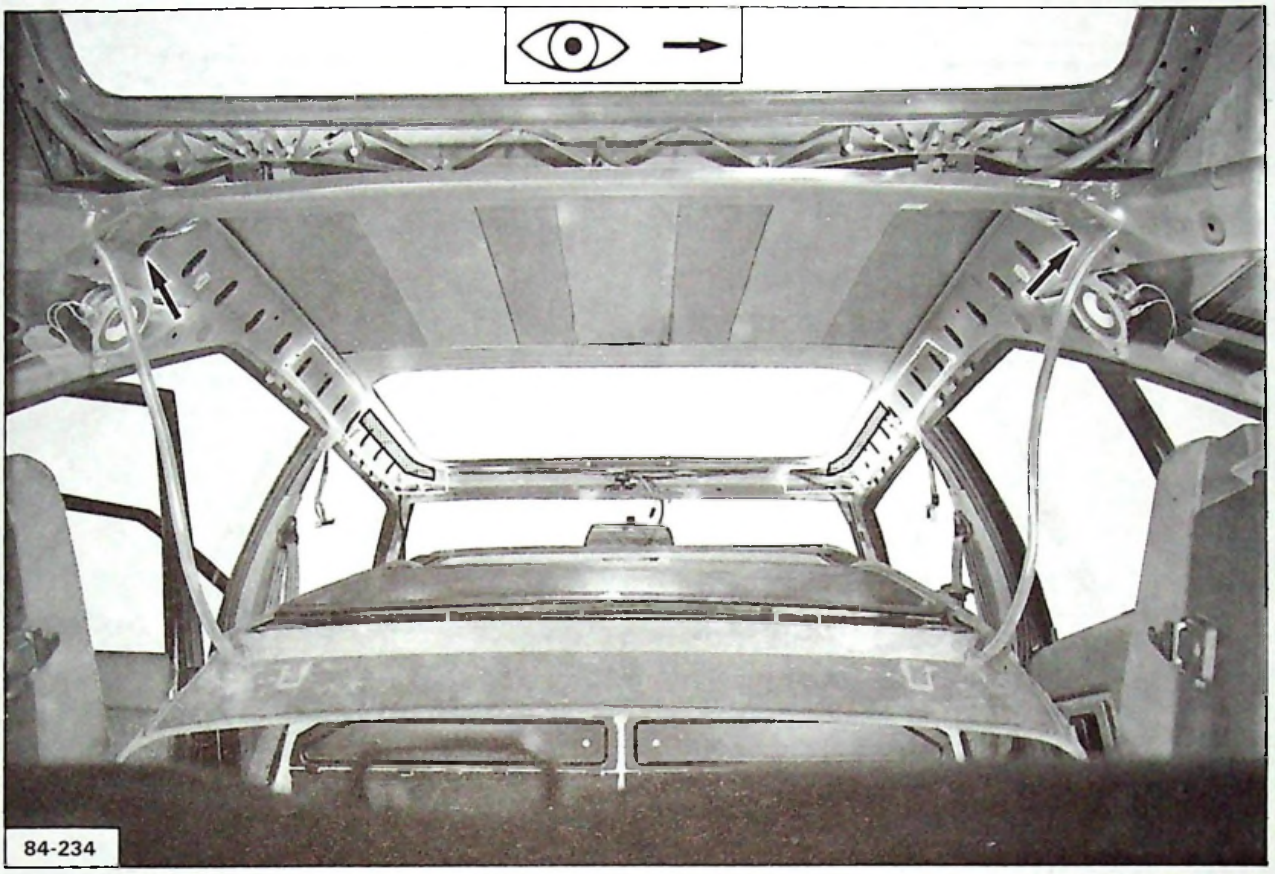
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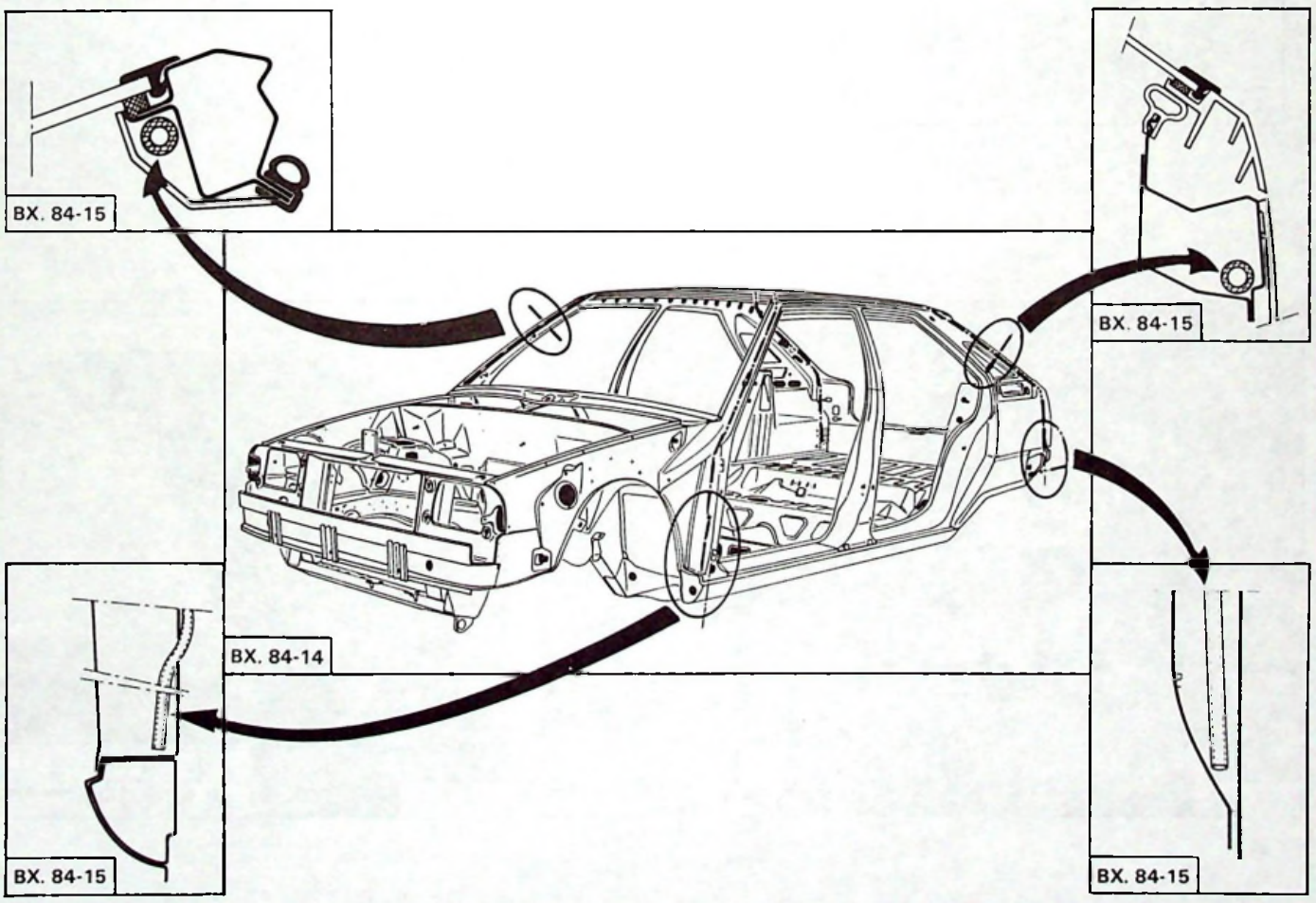
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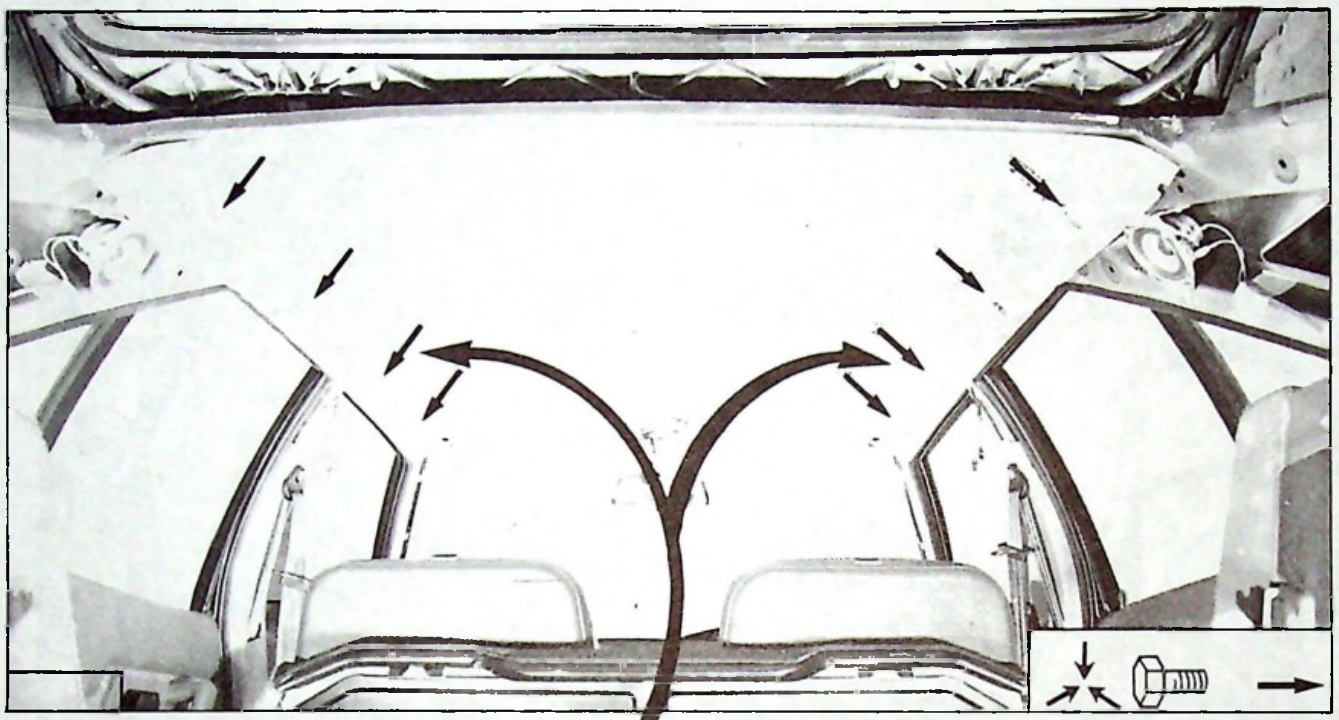

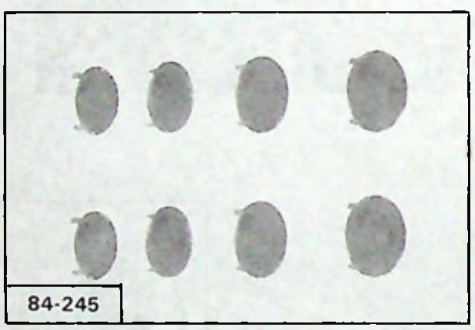
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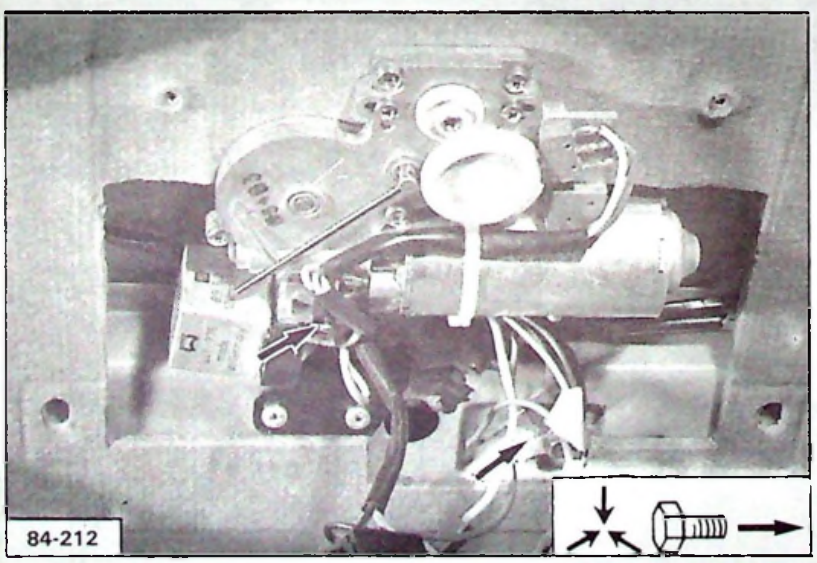
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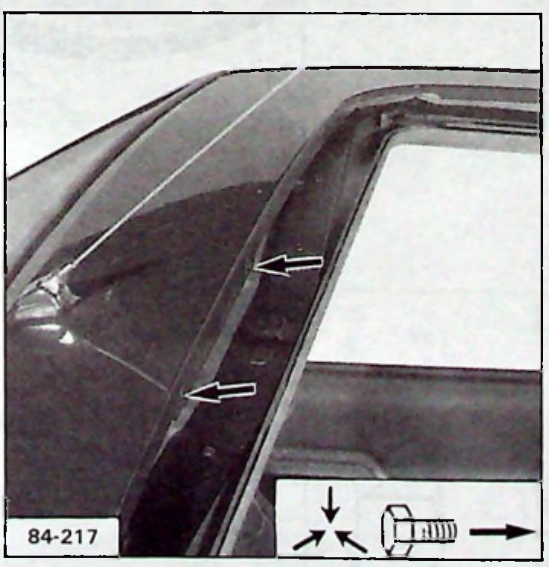
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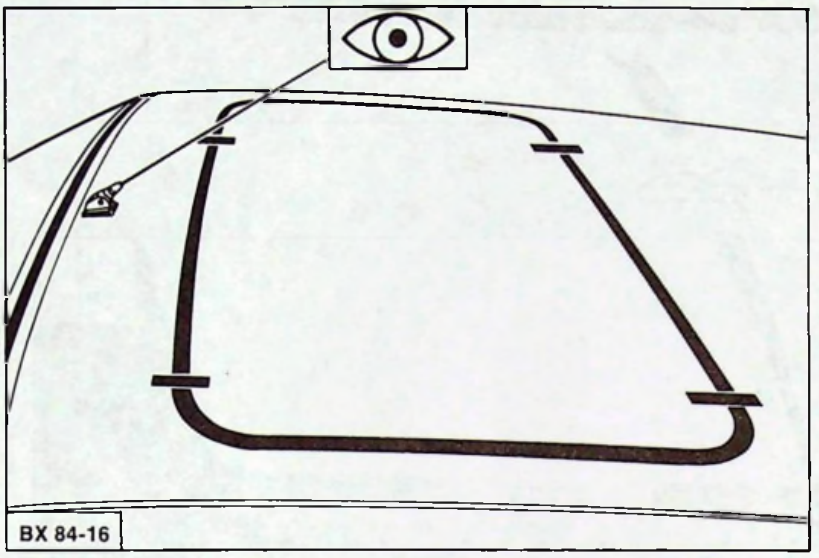
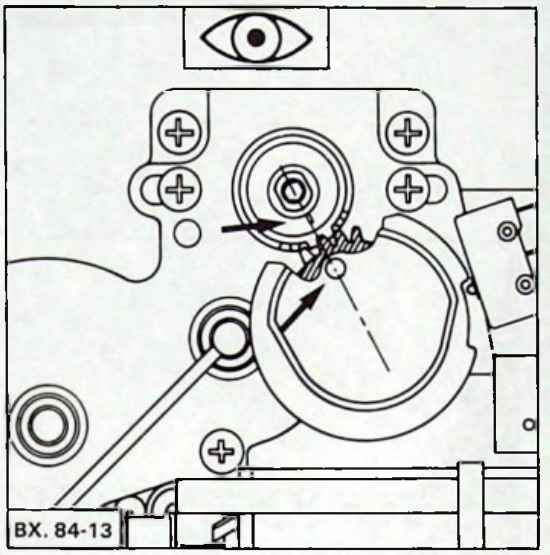
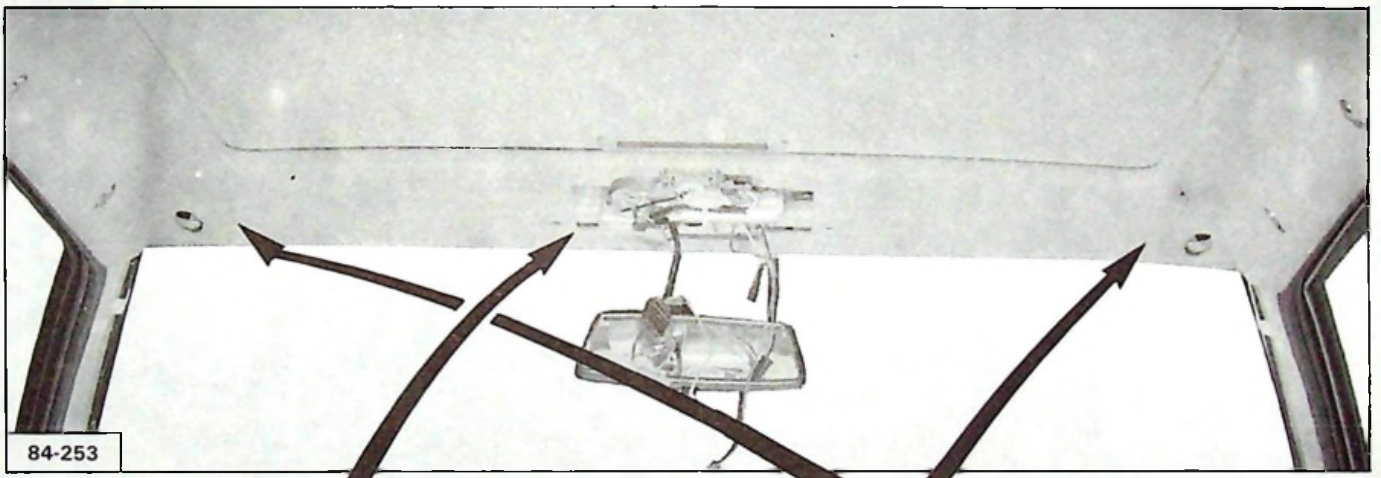
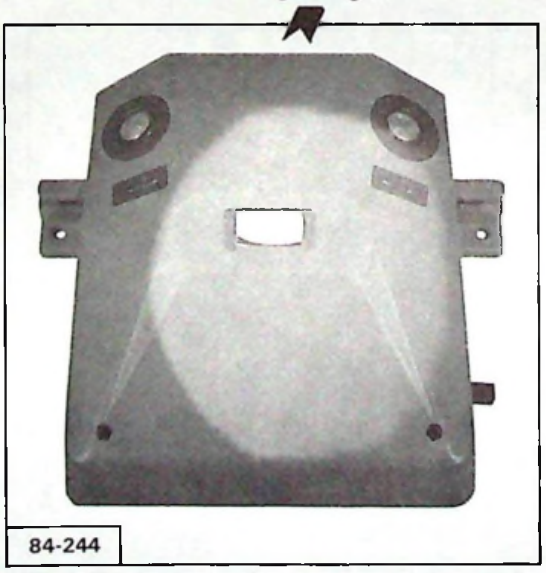
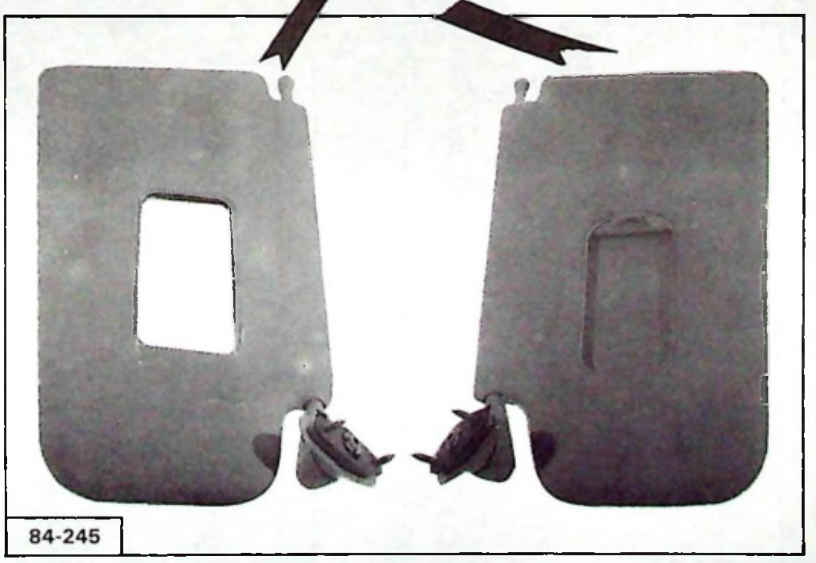
XB 971-0 § III, IV

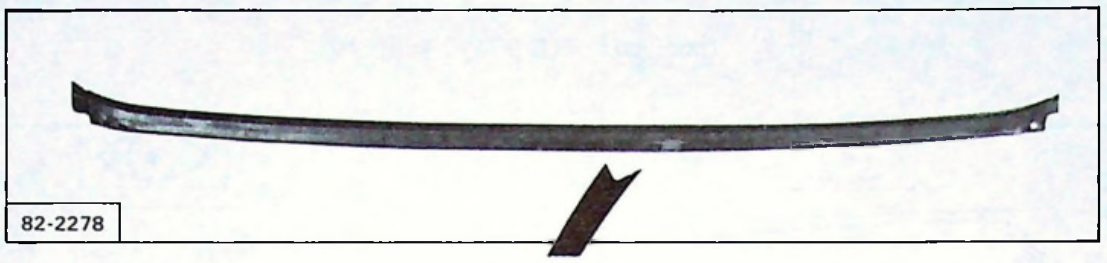








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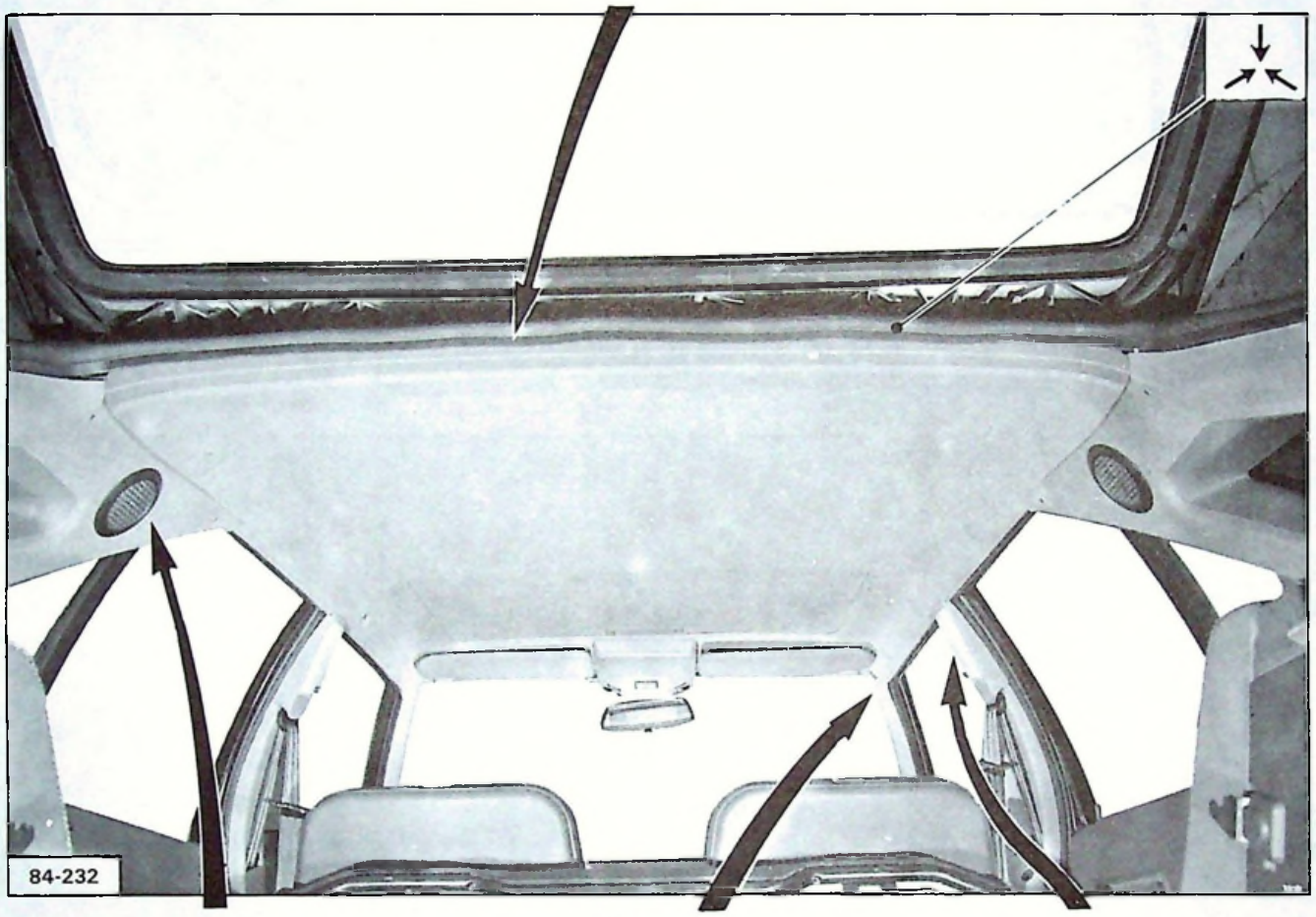
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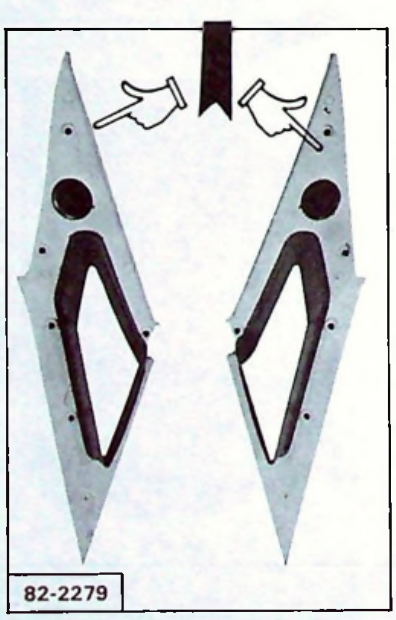
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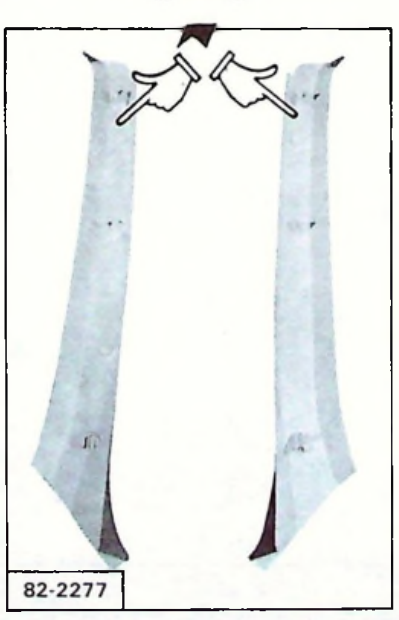
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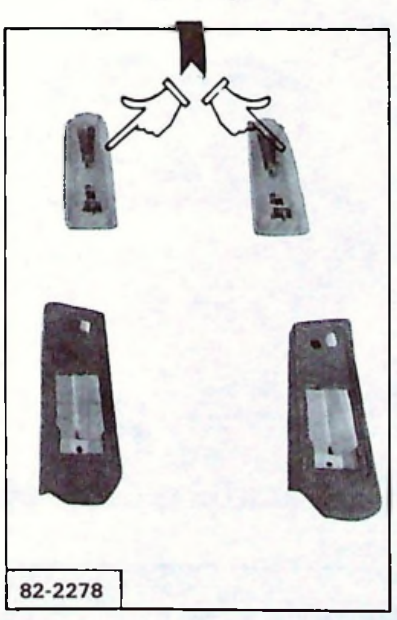
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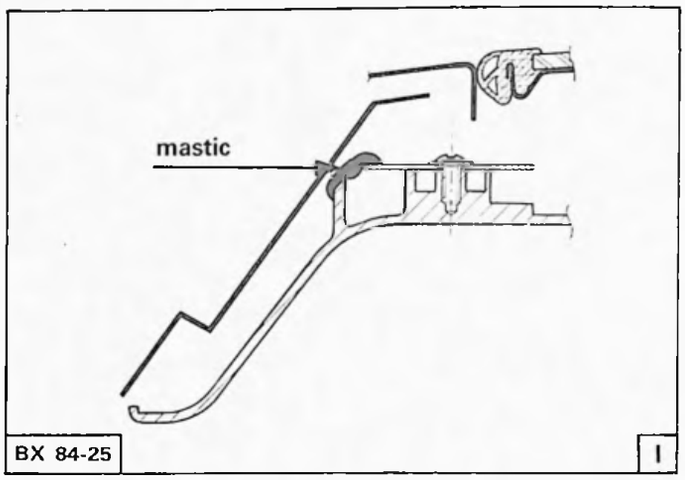
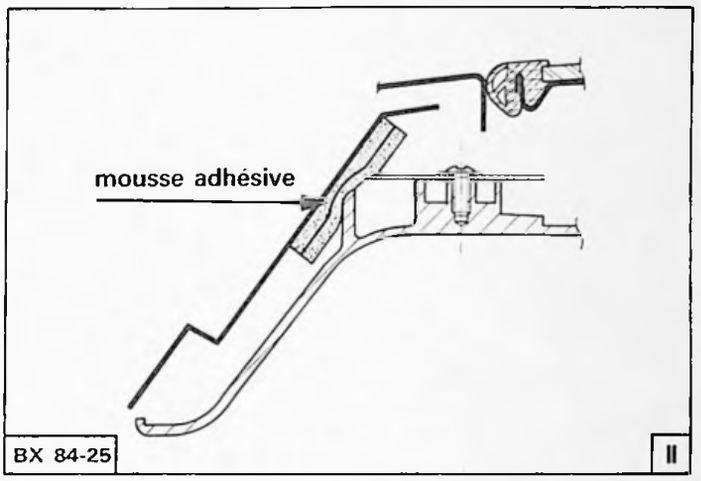
N.B. ÉTANCHÉITÉ DU TOIT OUVRANT

Solution série

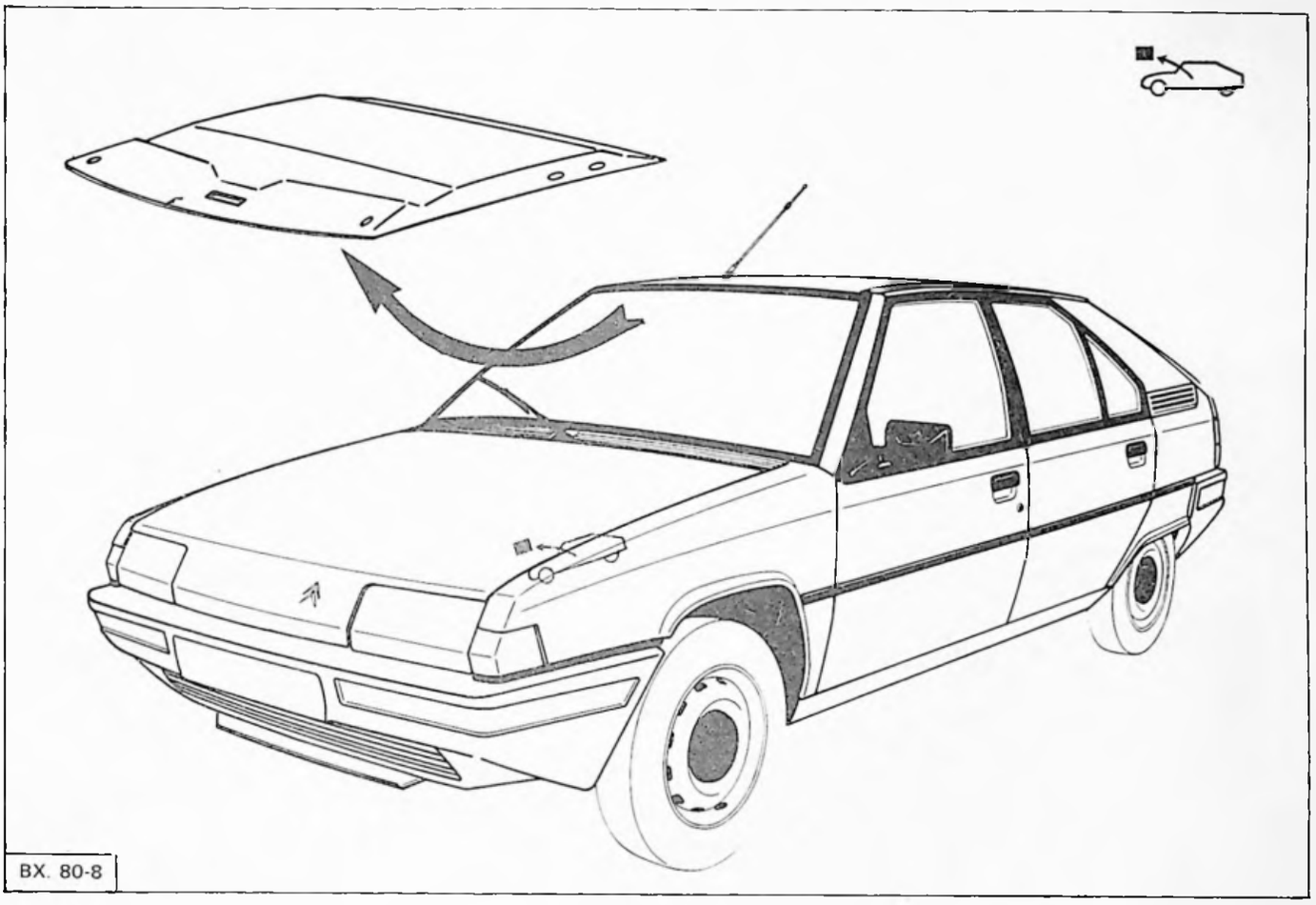


Solution réparation



- Se procurer au Département des Pièces de Rechange
  1 rouleau ZC 9867458 U (mousse ép. 4 mm)
- Découper (dans le sens largeur) 4 bandes de 40 mm de large.
  (Dimension des bandes:600 mm x 40 mm, ép. 4 mm)
- Sur chaque brancard latéral, coller successivement l'une sur l'autre deux bandes adhésives, de façon à obtenir une épaisseur de mousse de 8 mm.
  Remarquer le positionnement de ces bandes **(fig II).**

Au montage de la coiffe du pavillon, l'écrasement de ces bandes de mousse assure une parfaite étanchéité.



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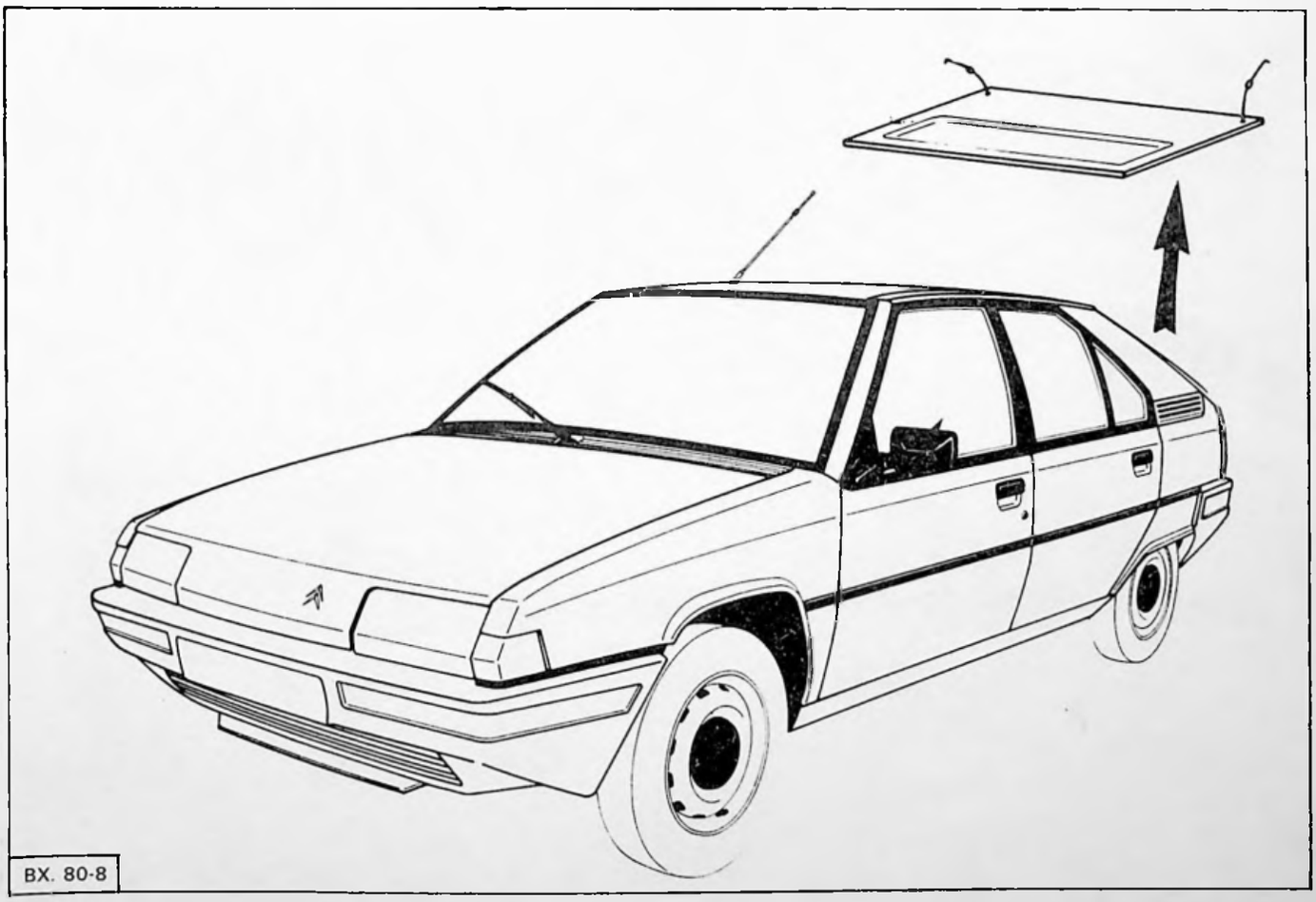

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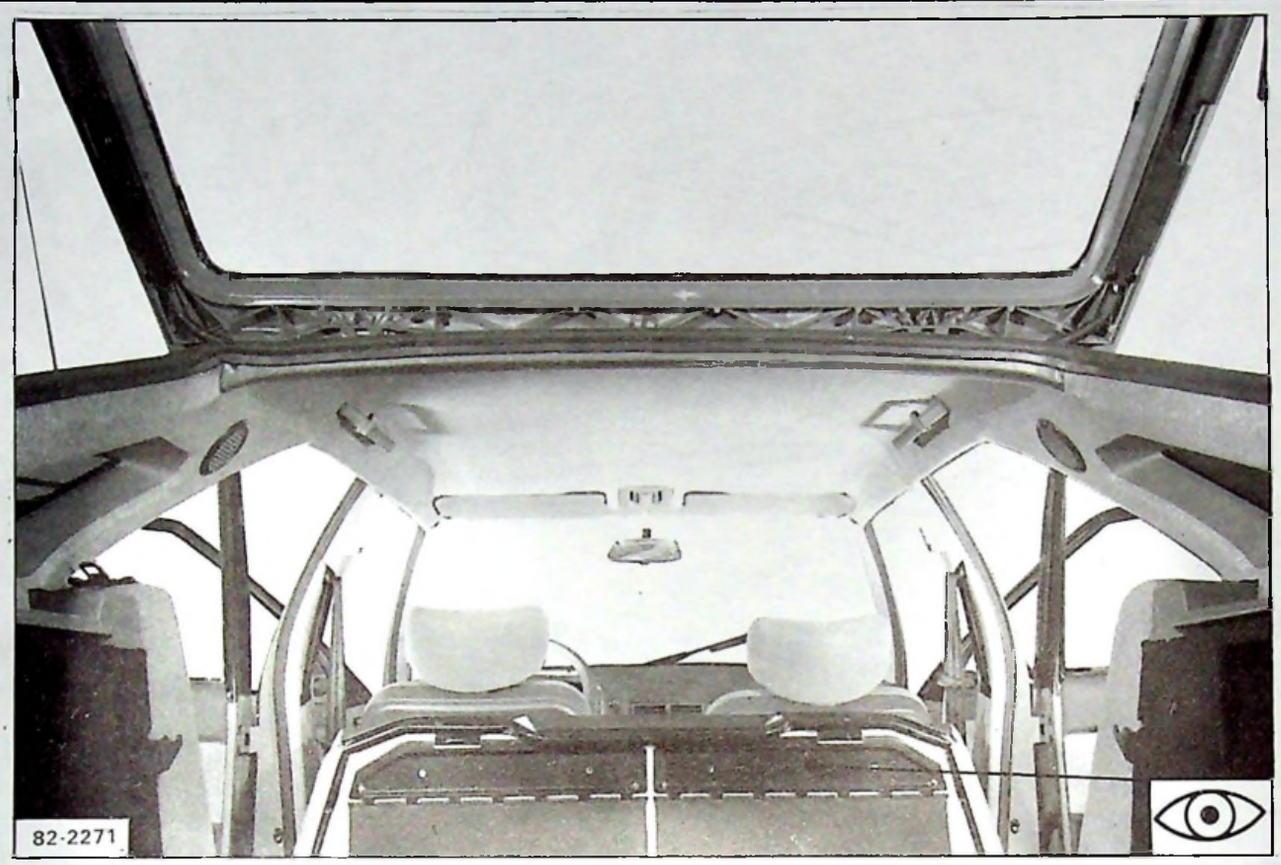
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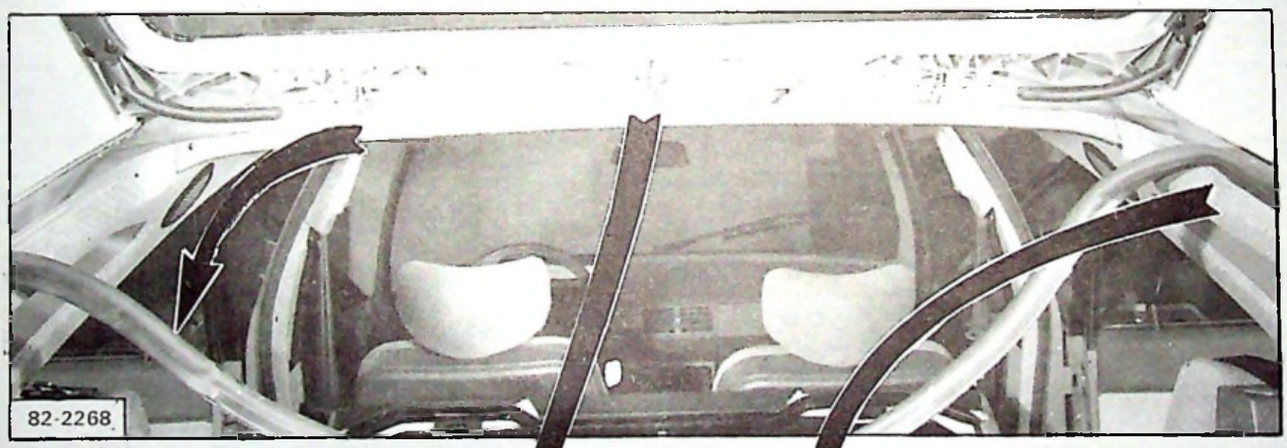
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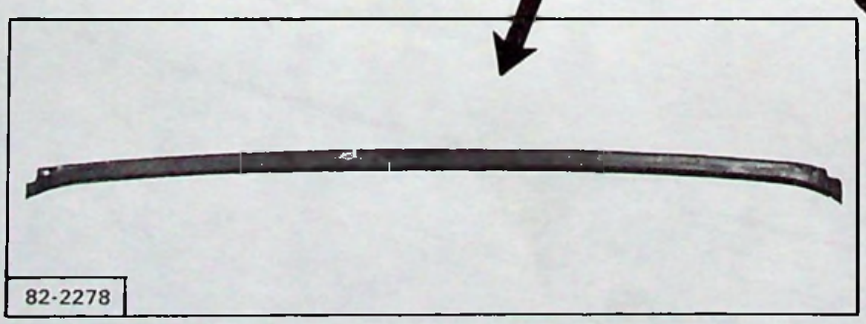
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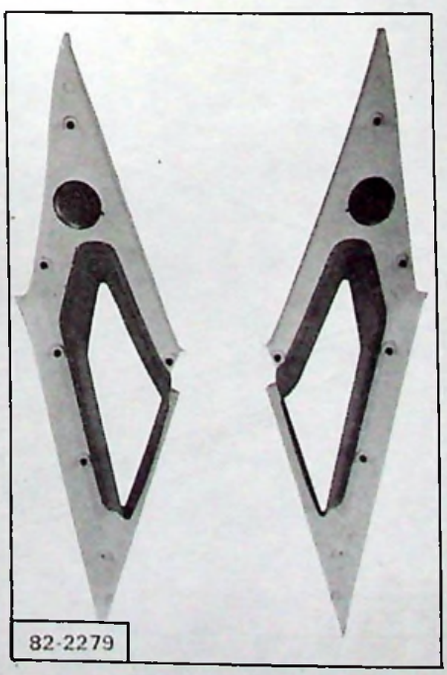
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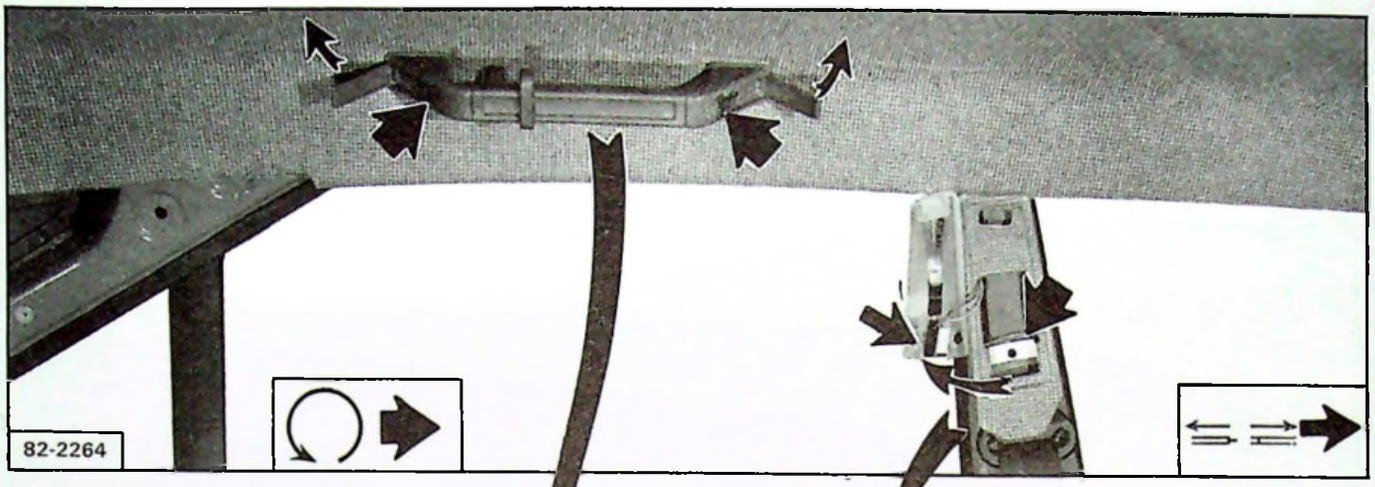
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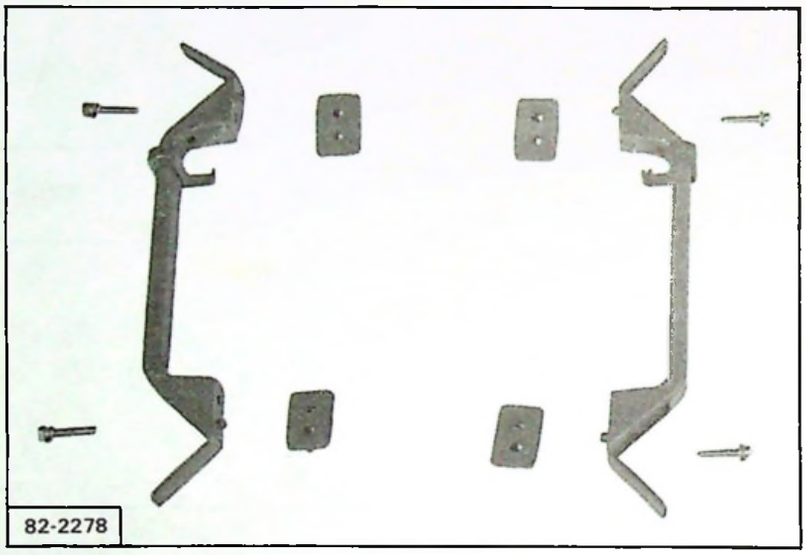
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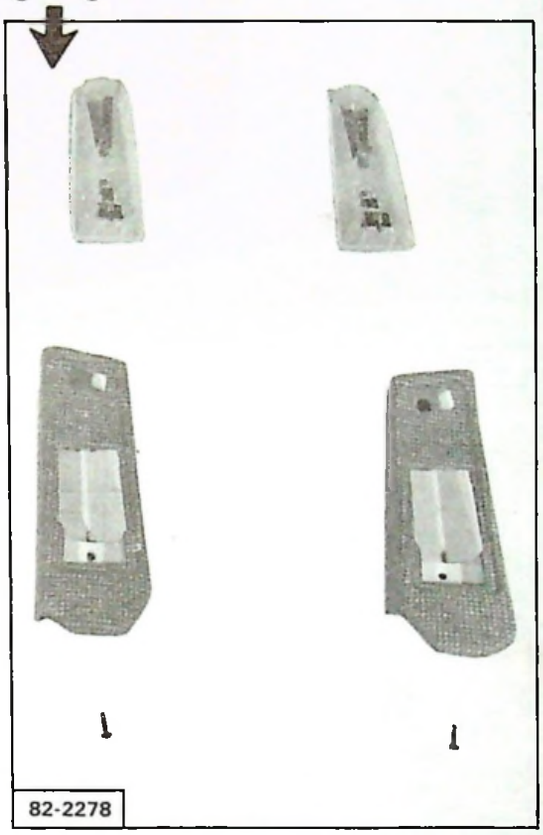
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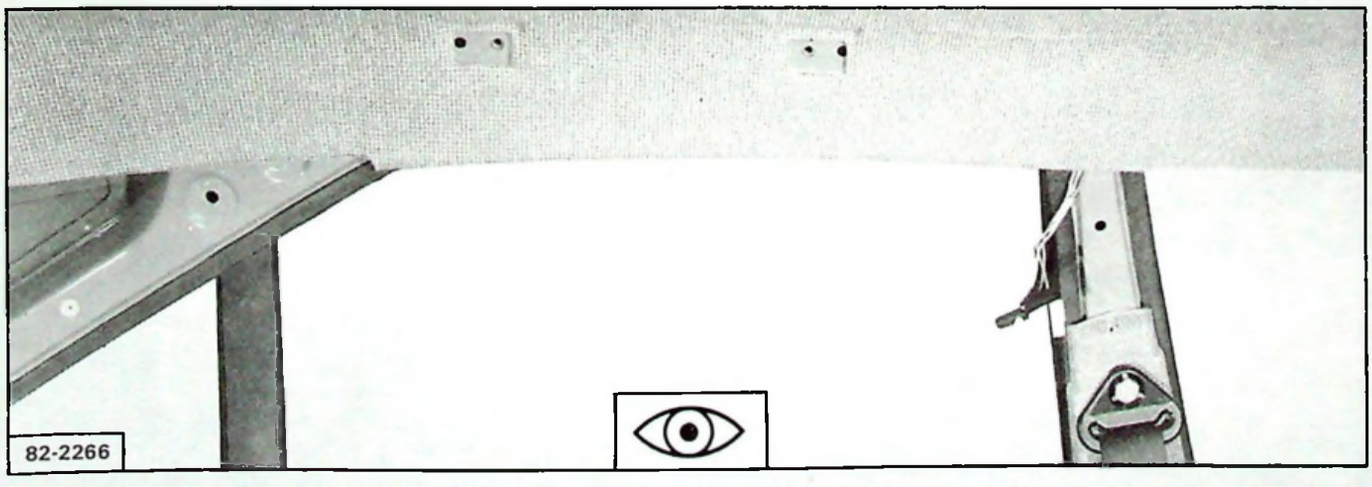
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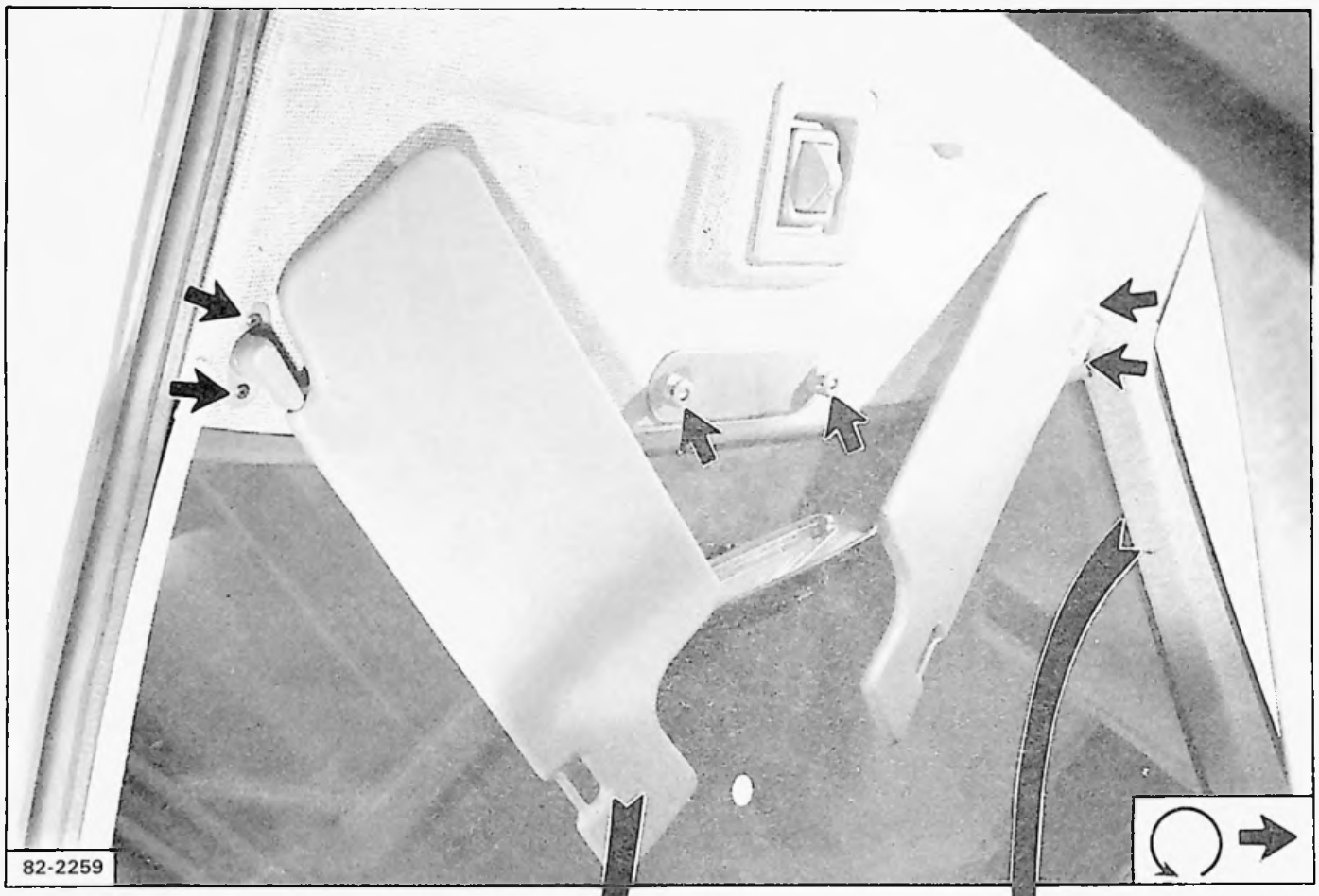
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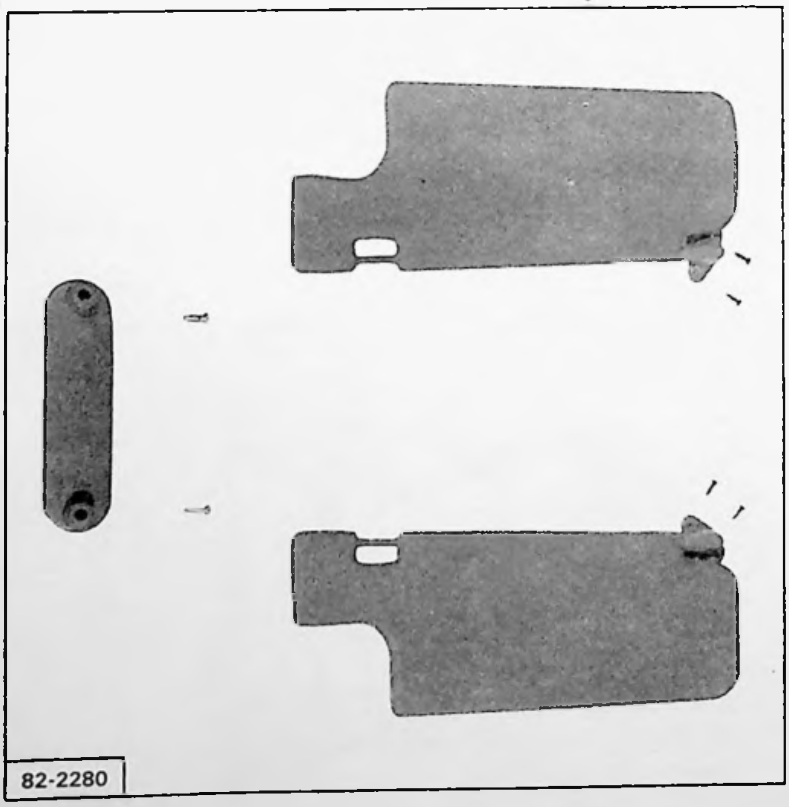
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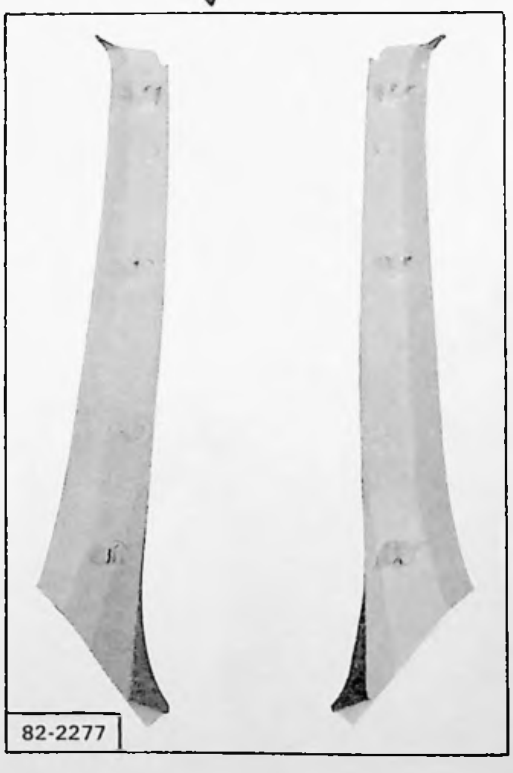
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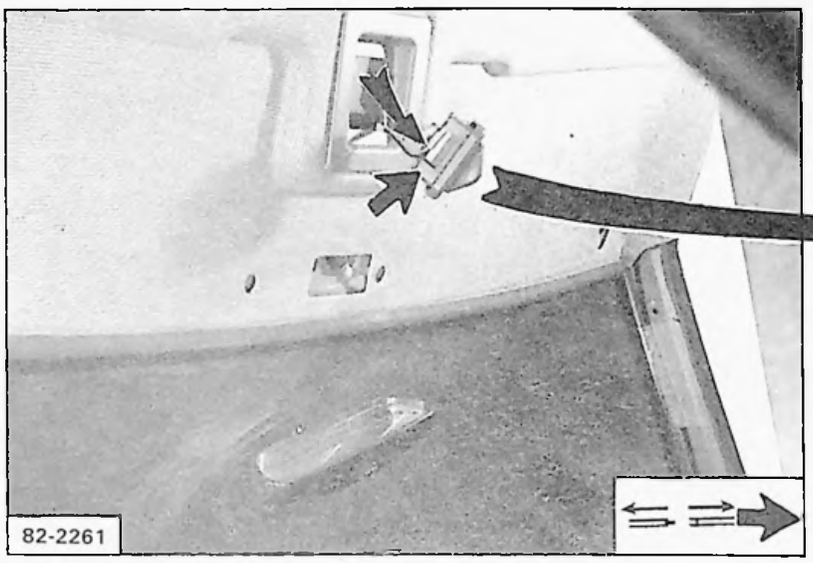
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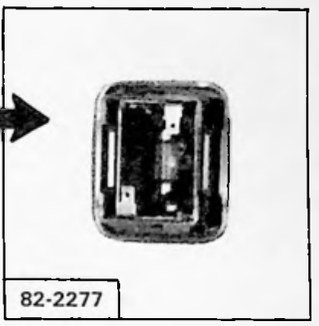
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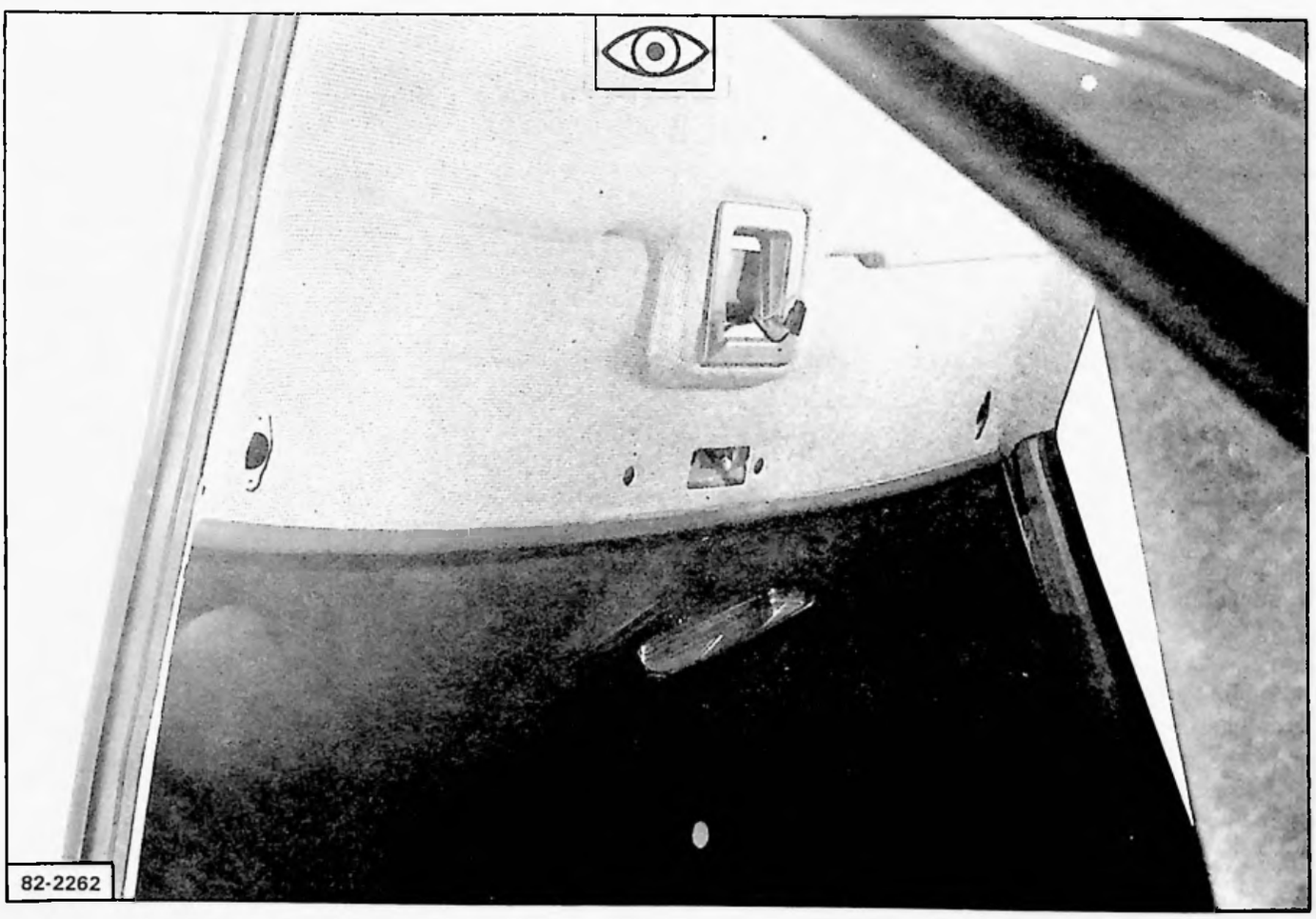
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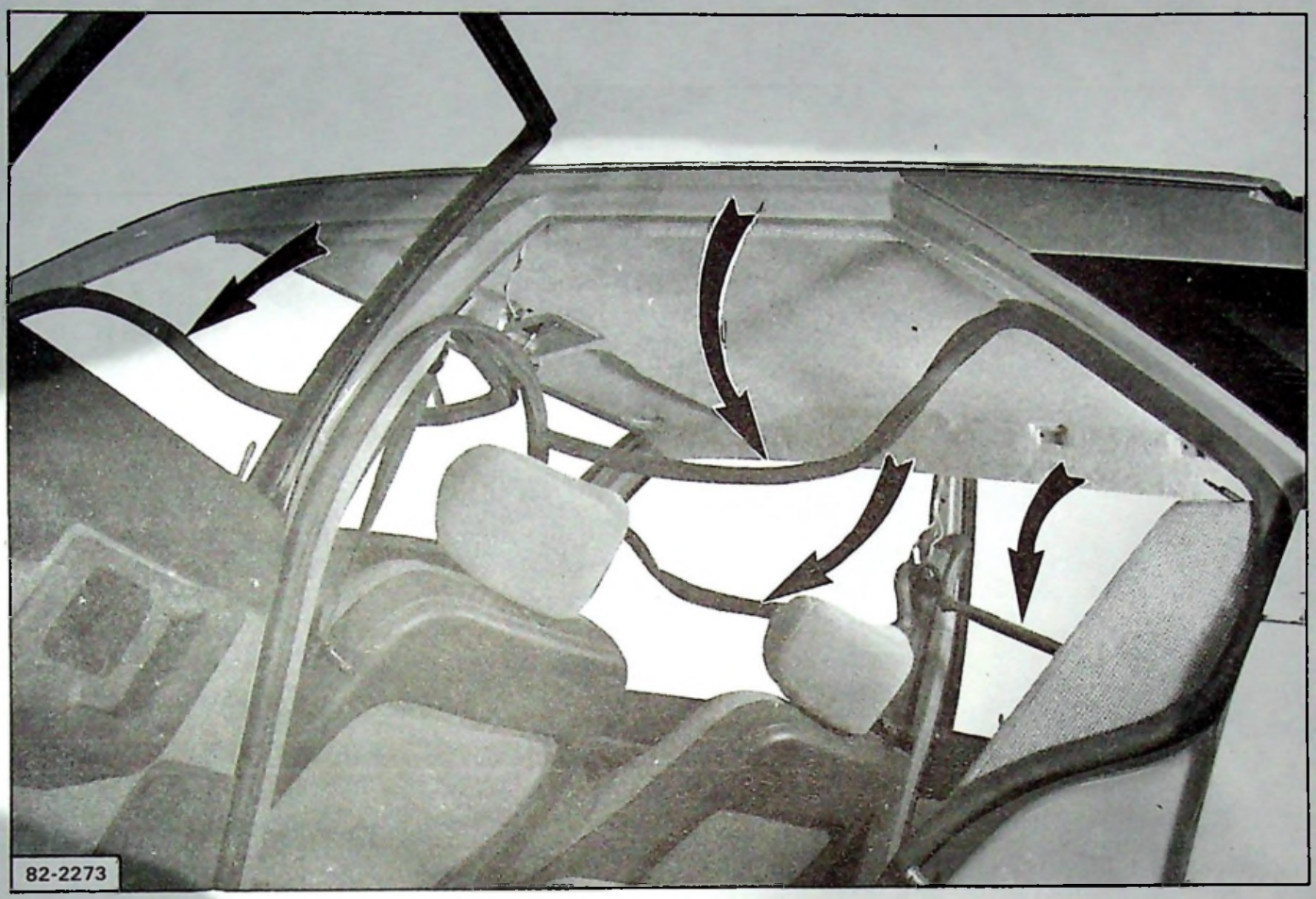
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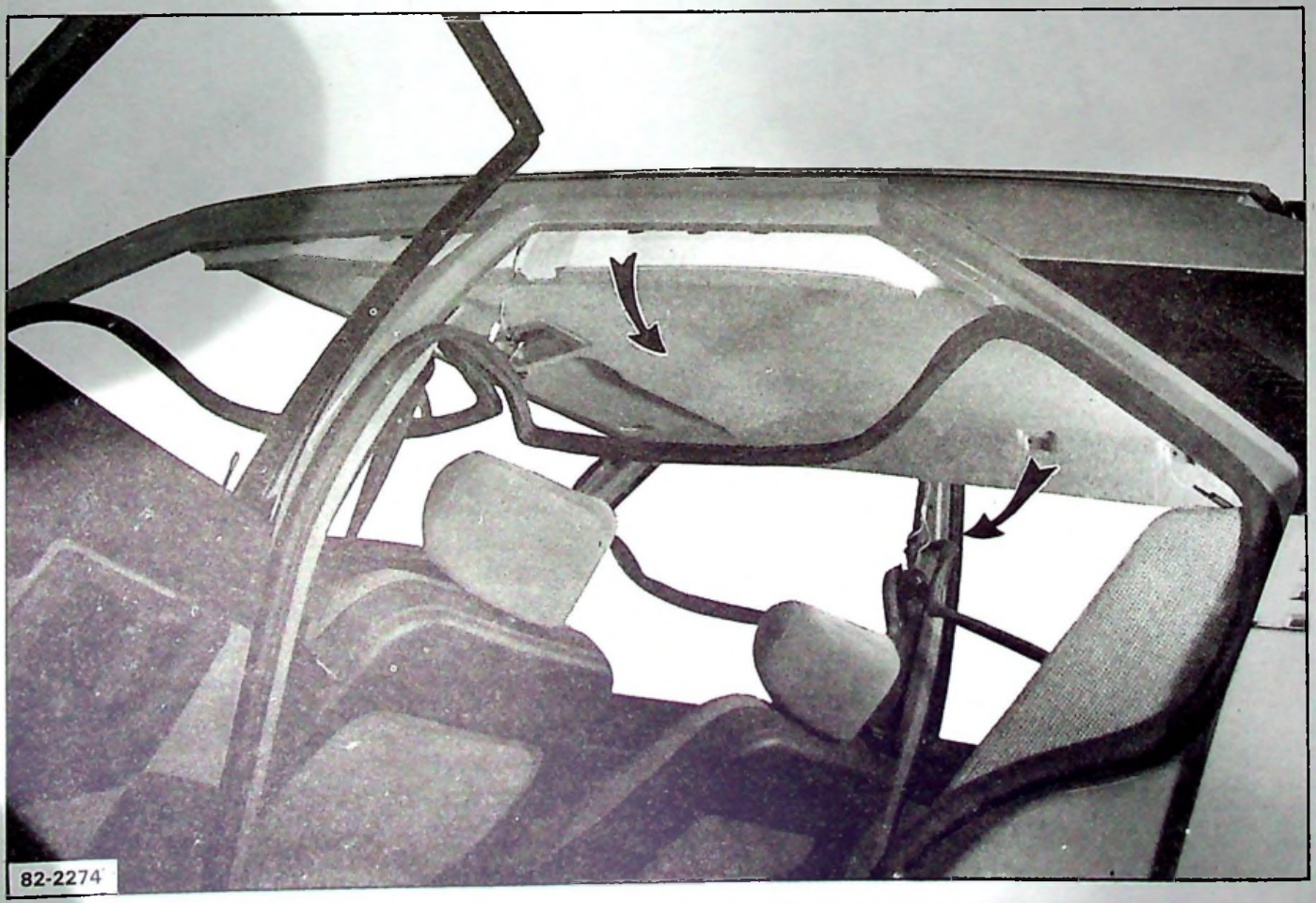
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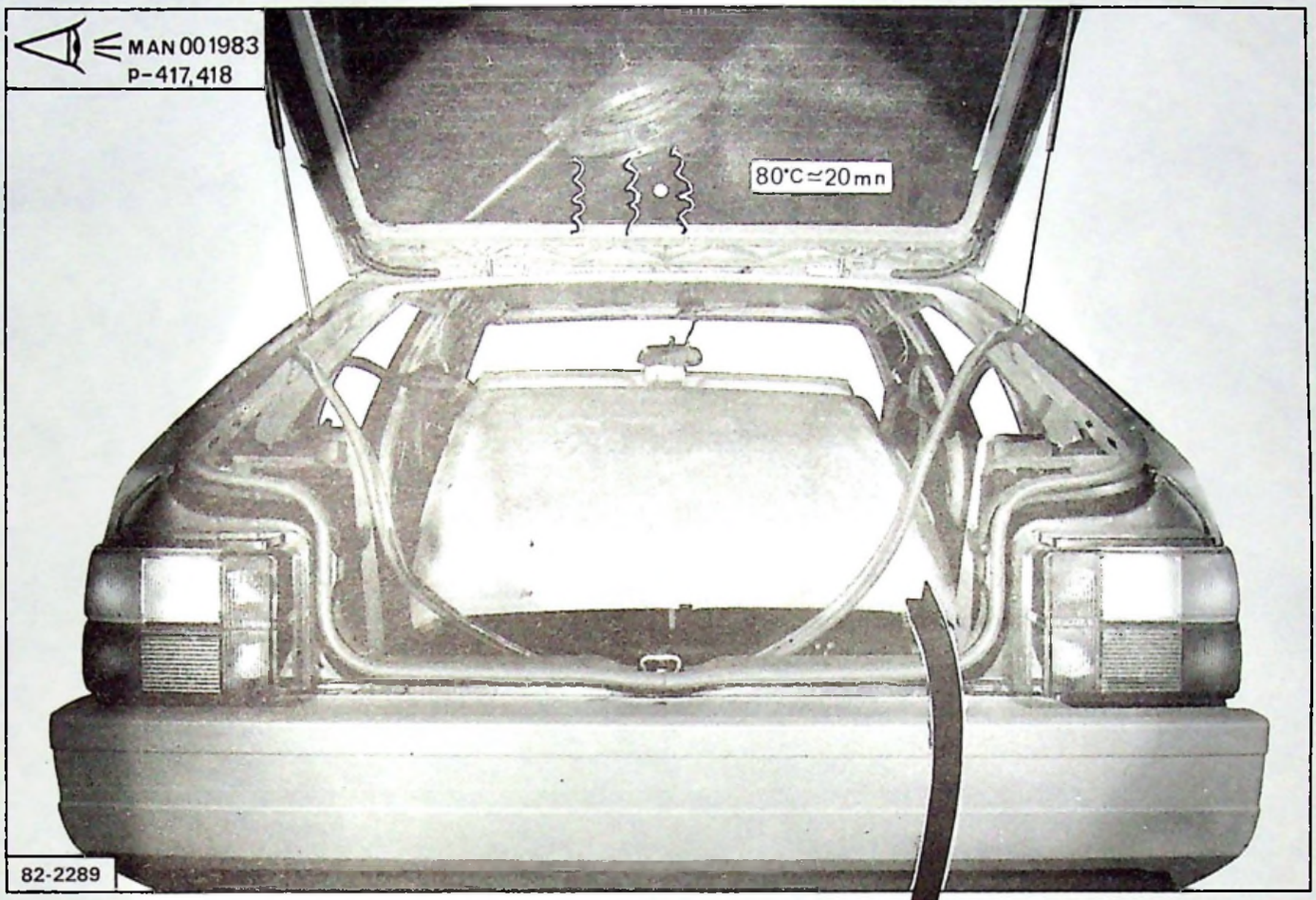

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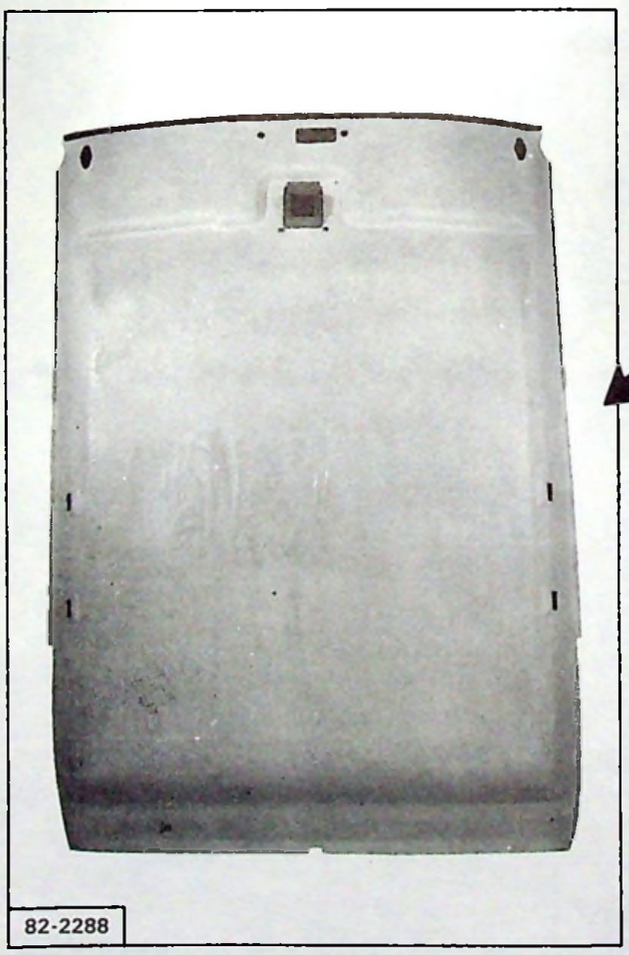

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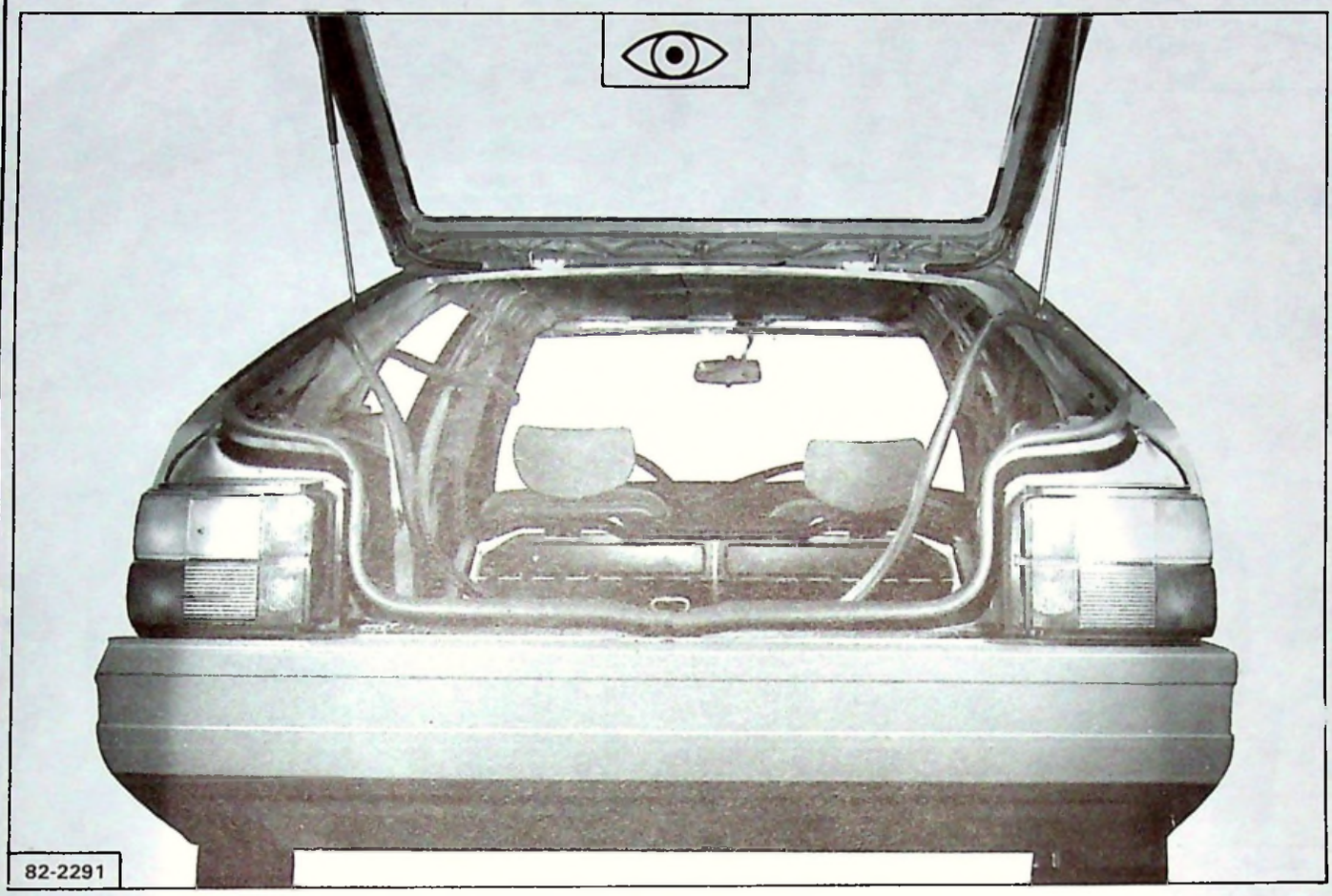

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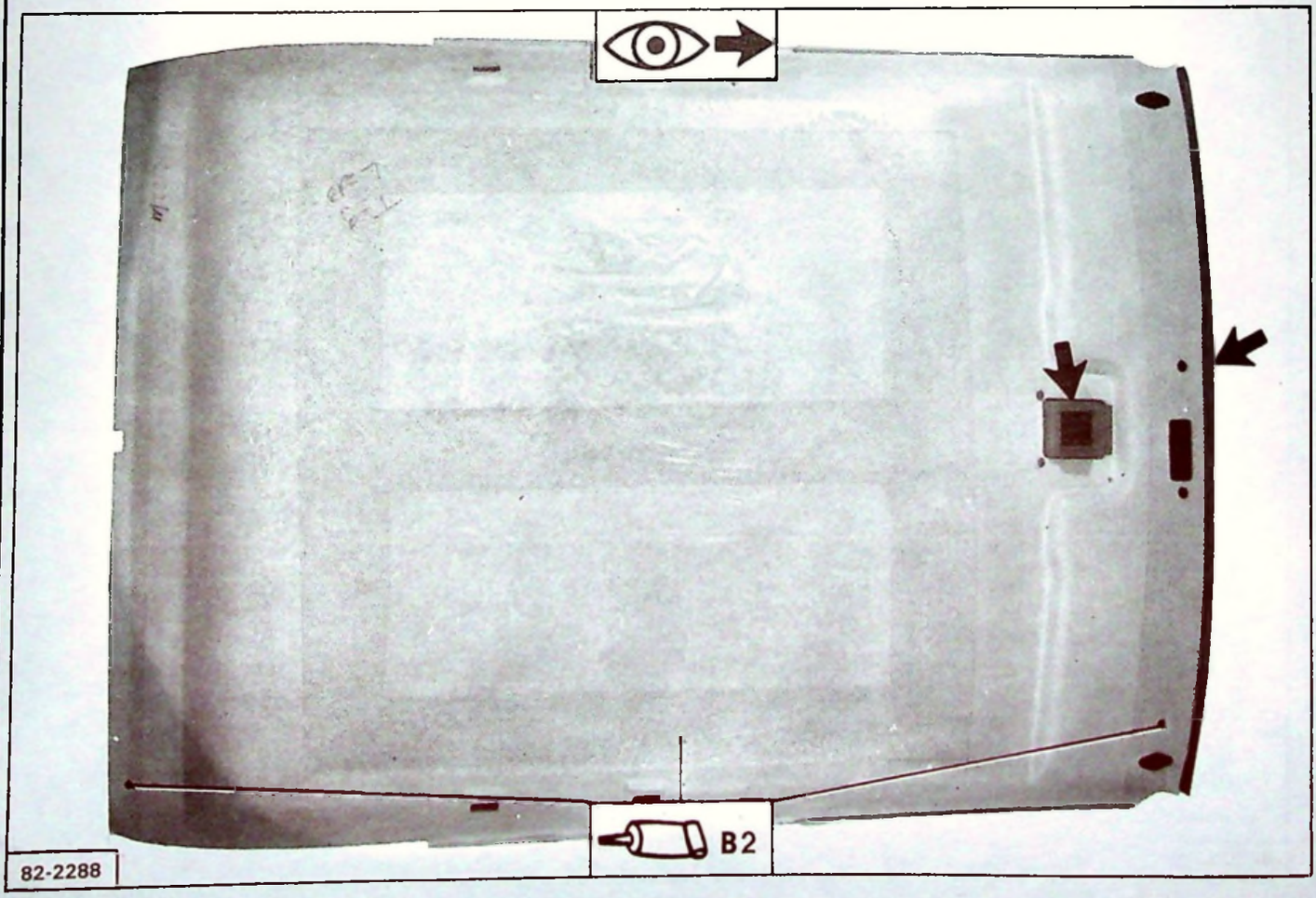

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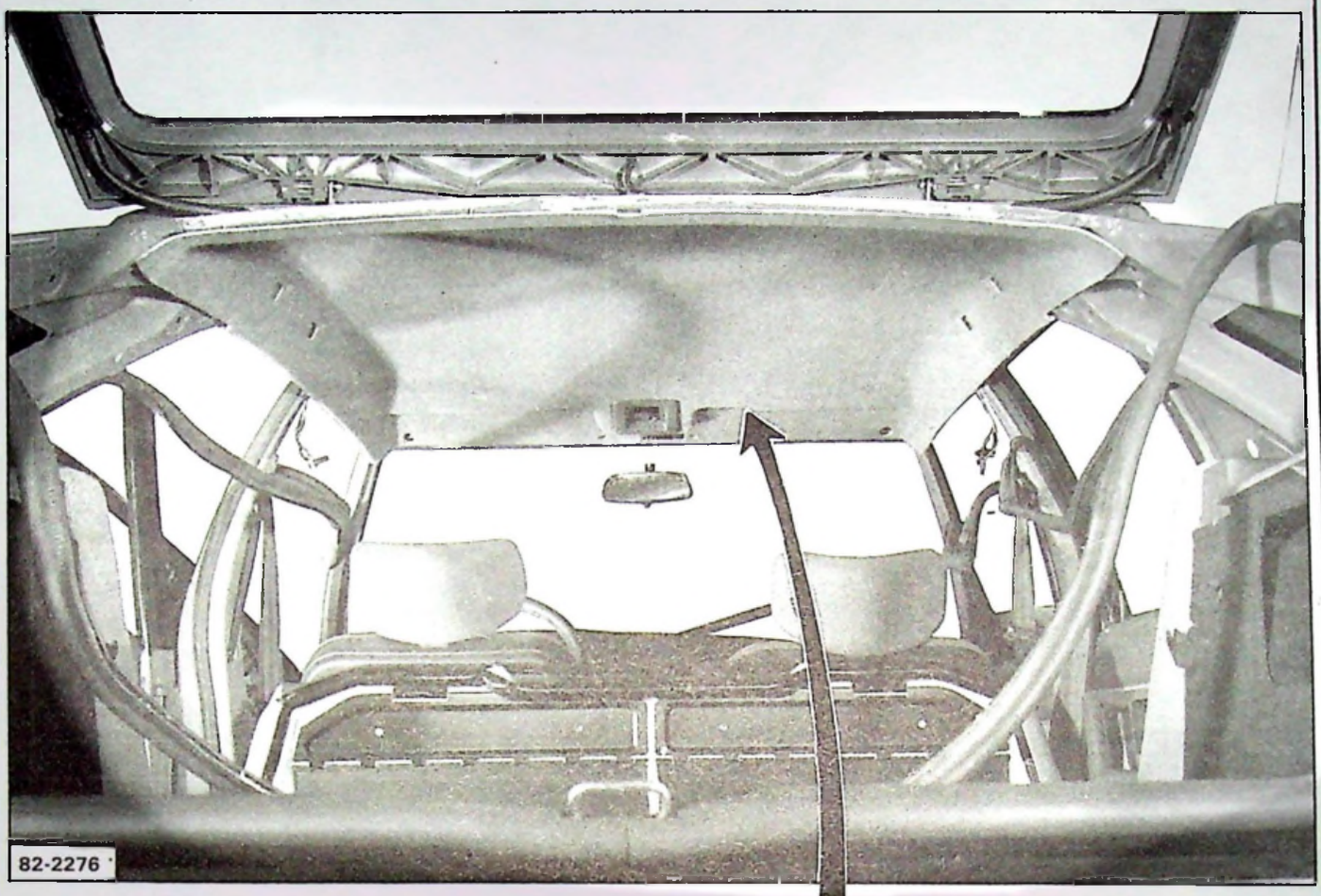

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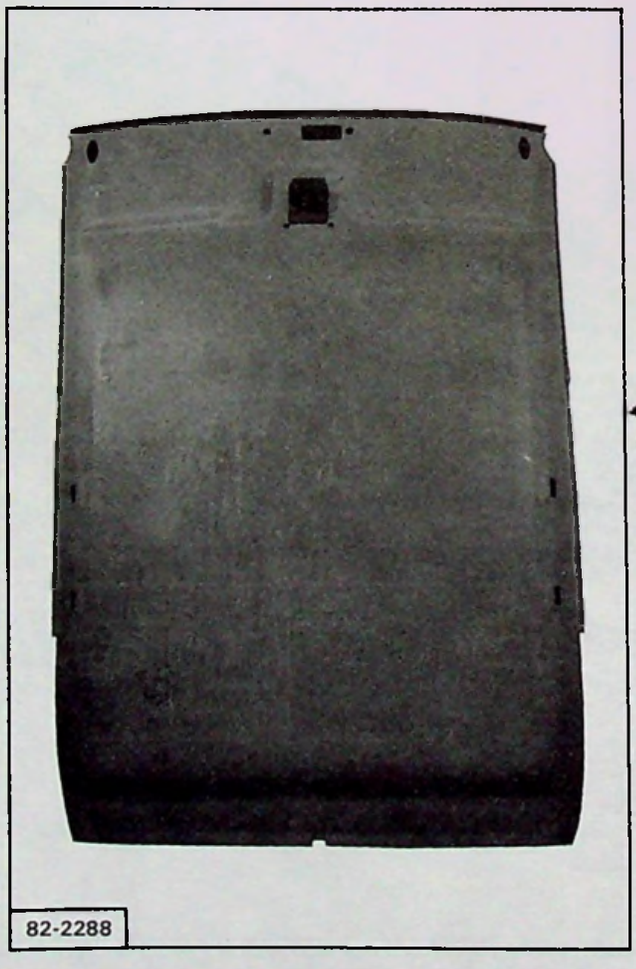

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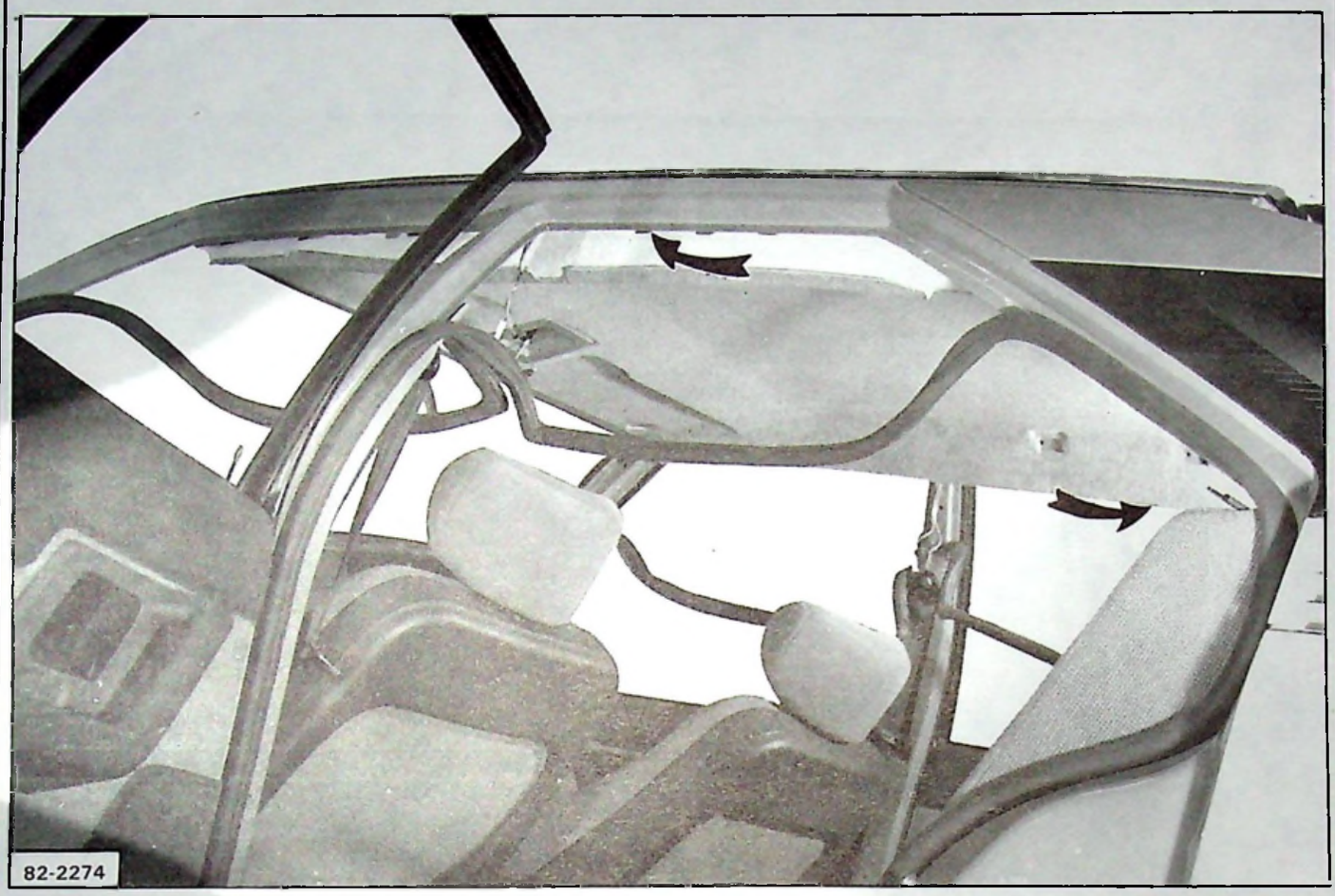
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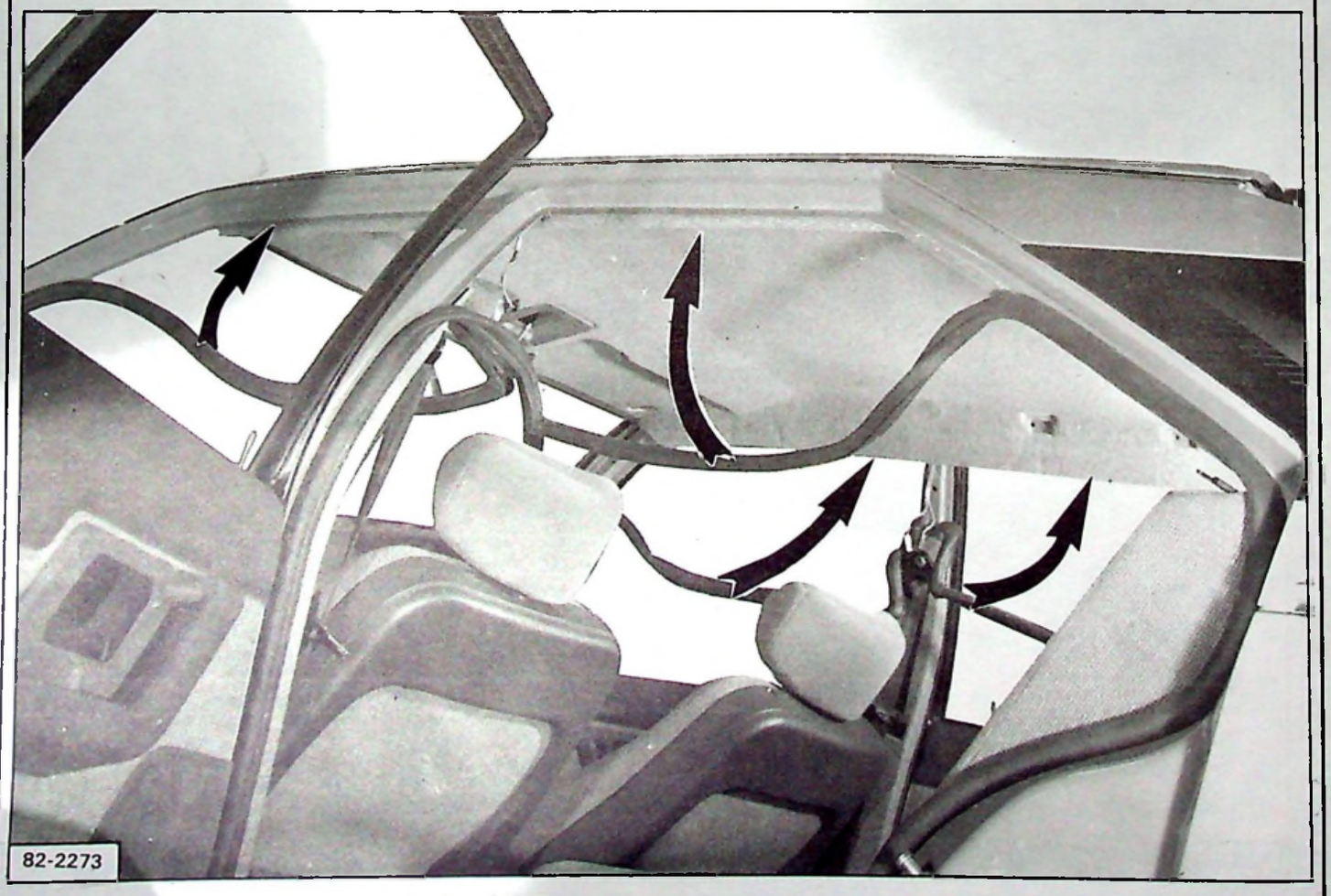
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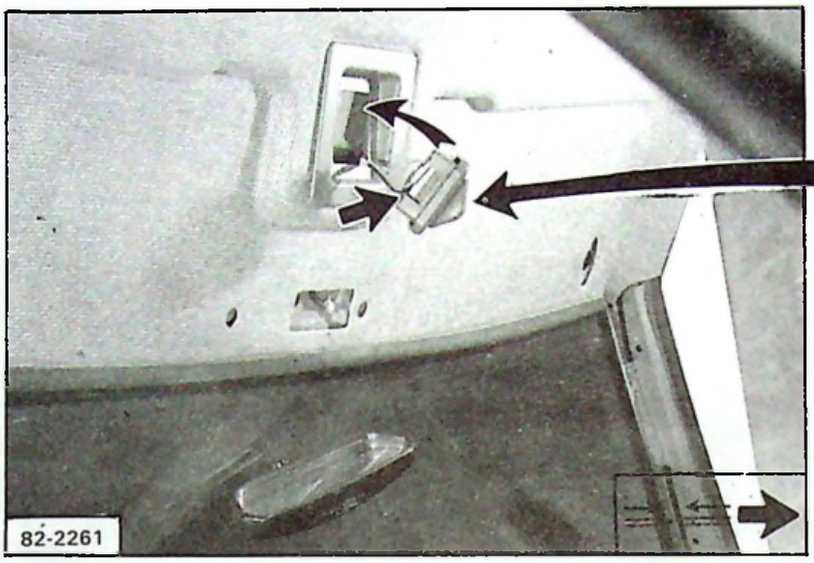
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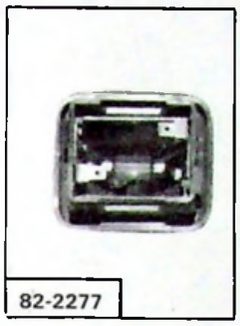
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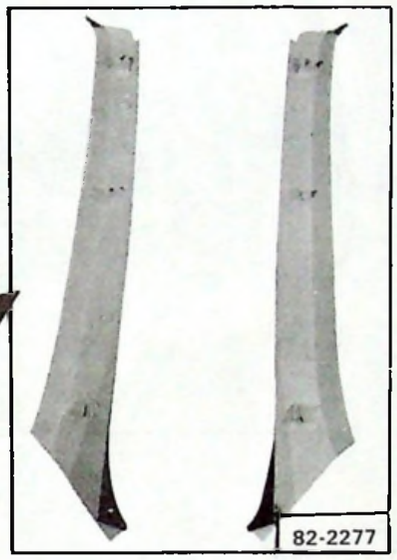
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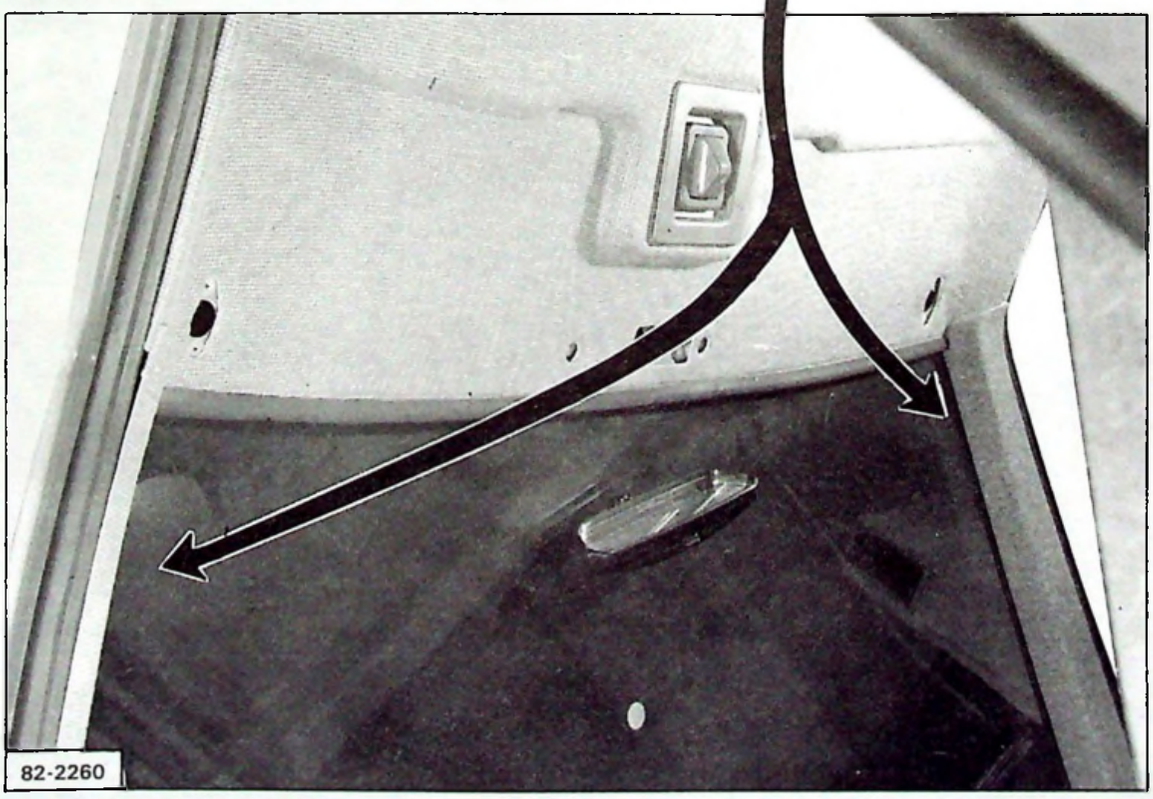
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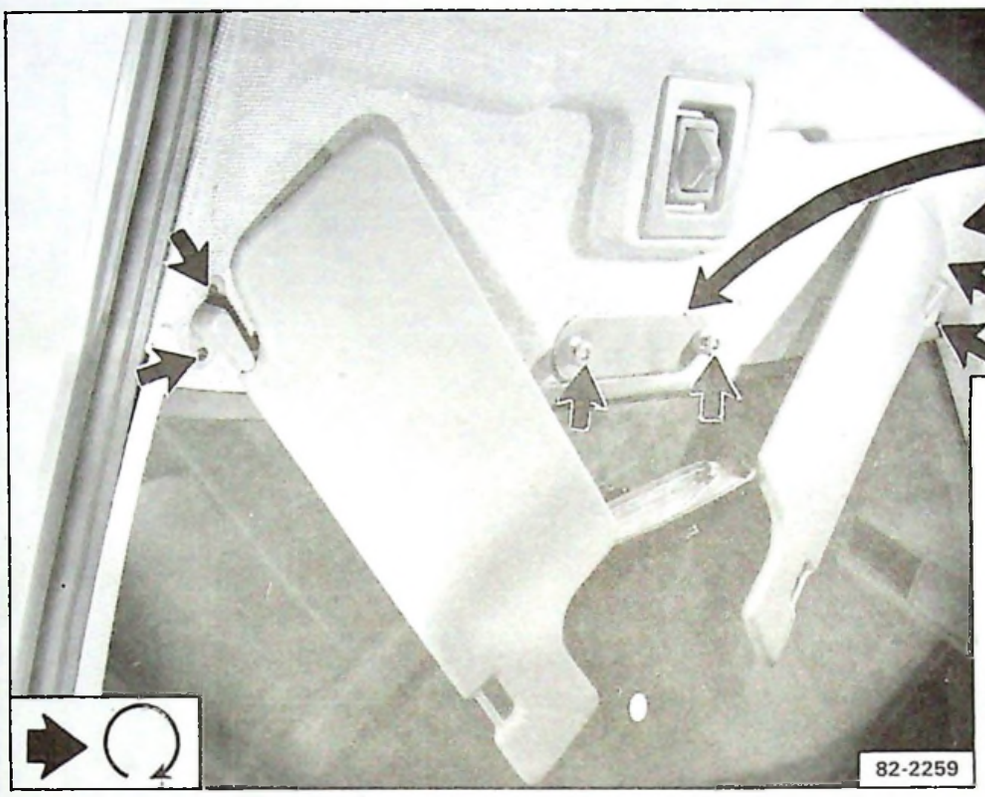
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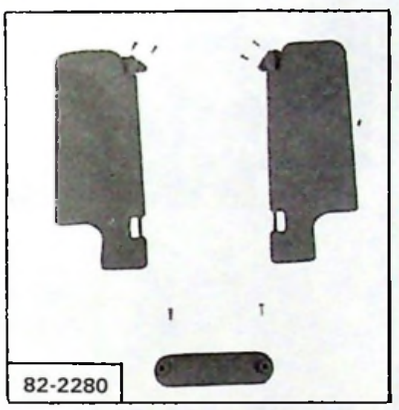
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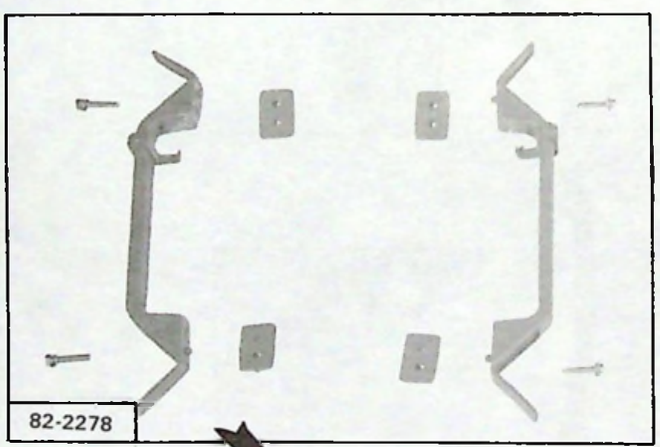
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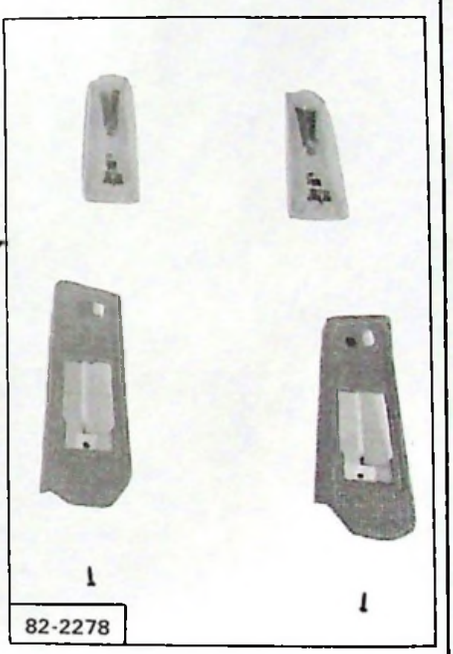
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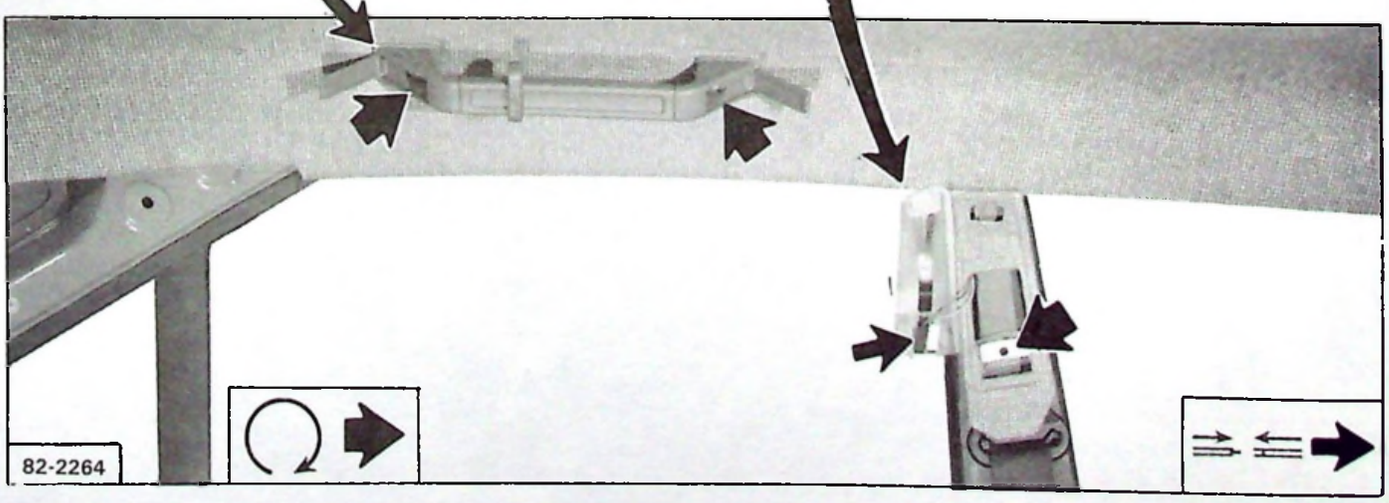
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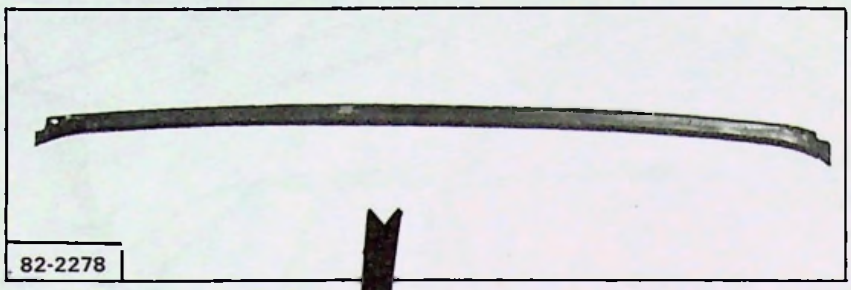

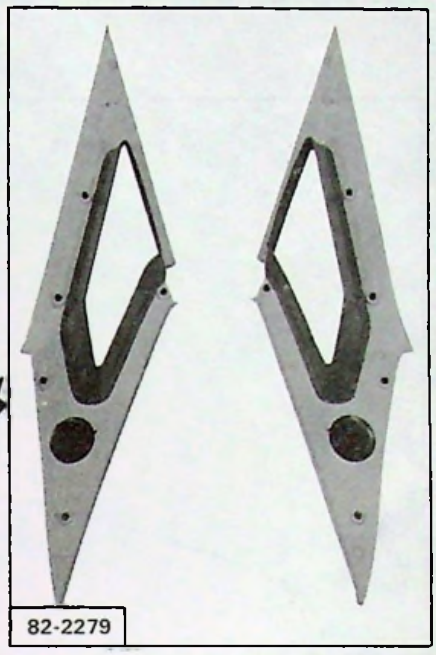

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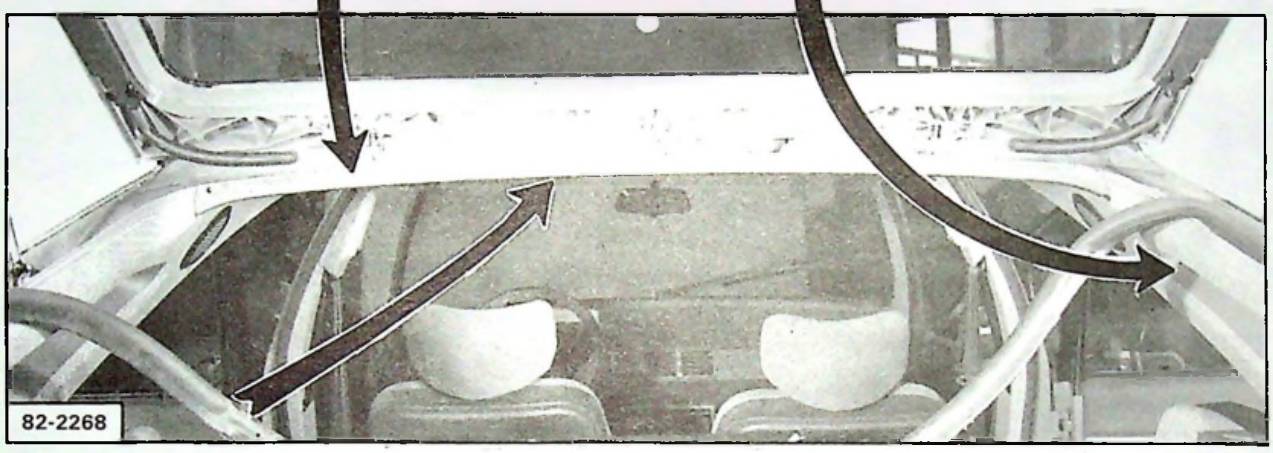
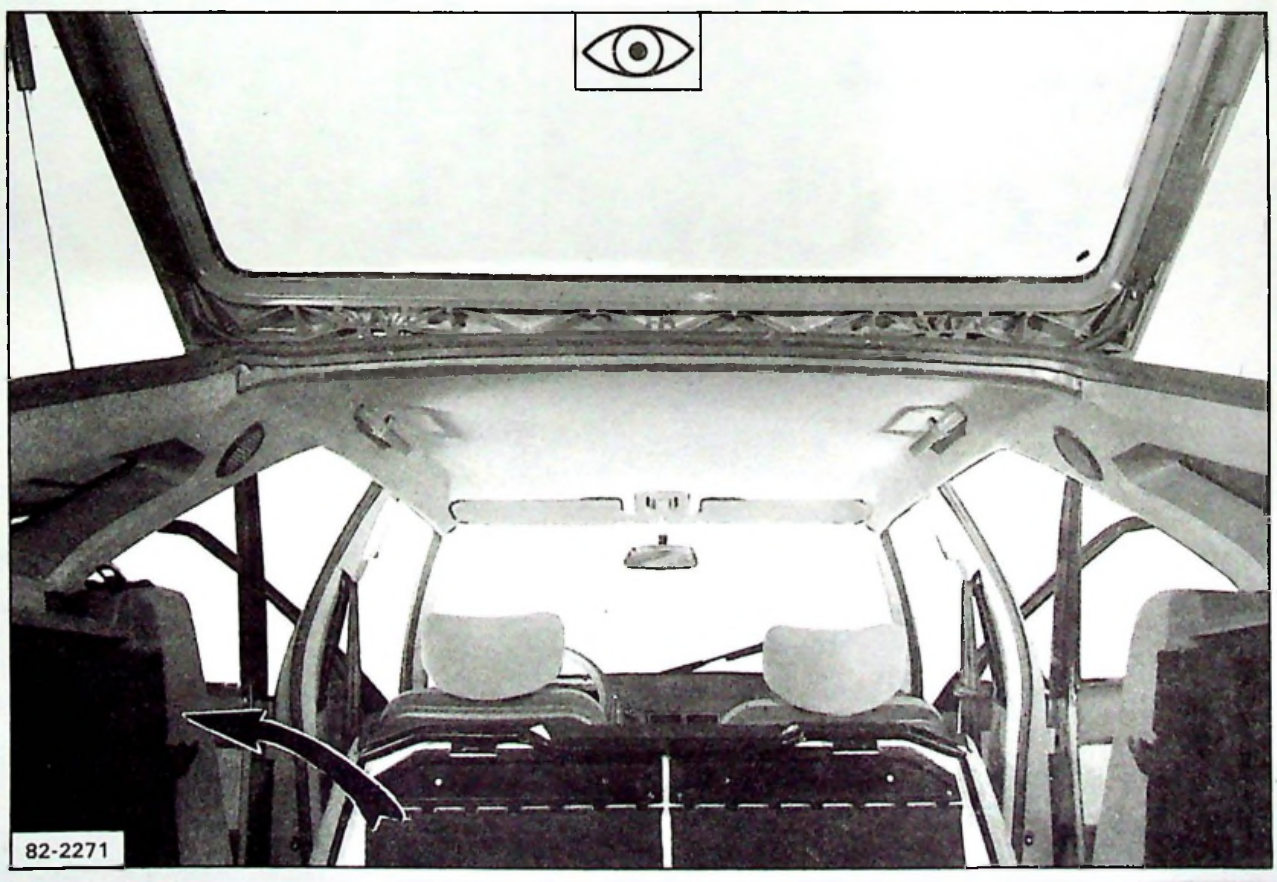
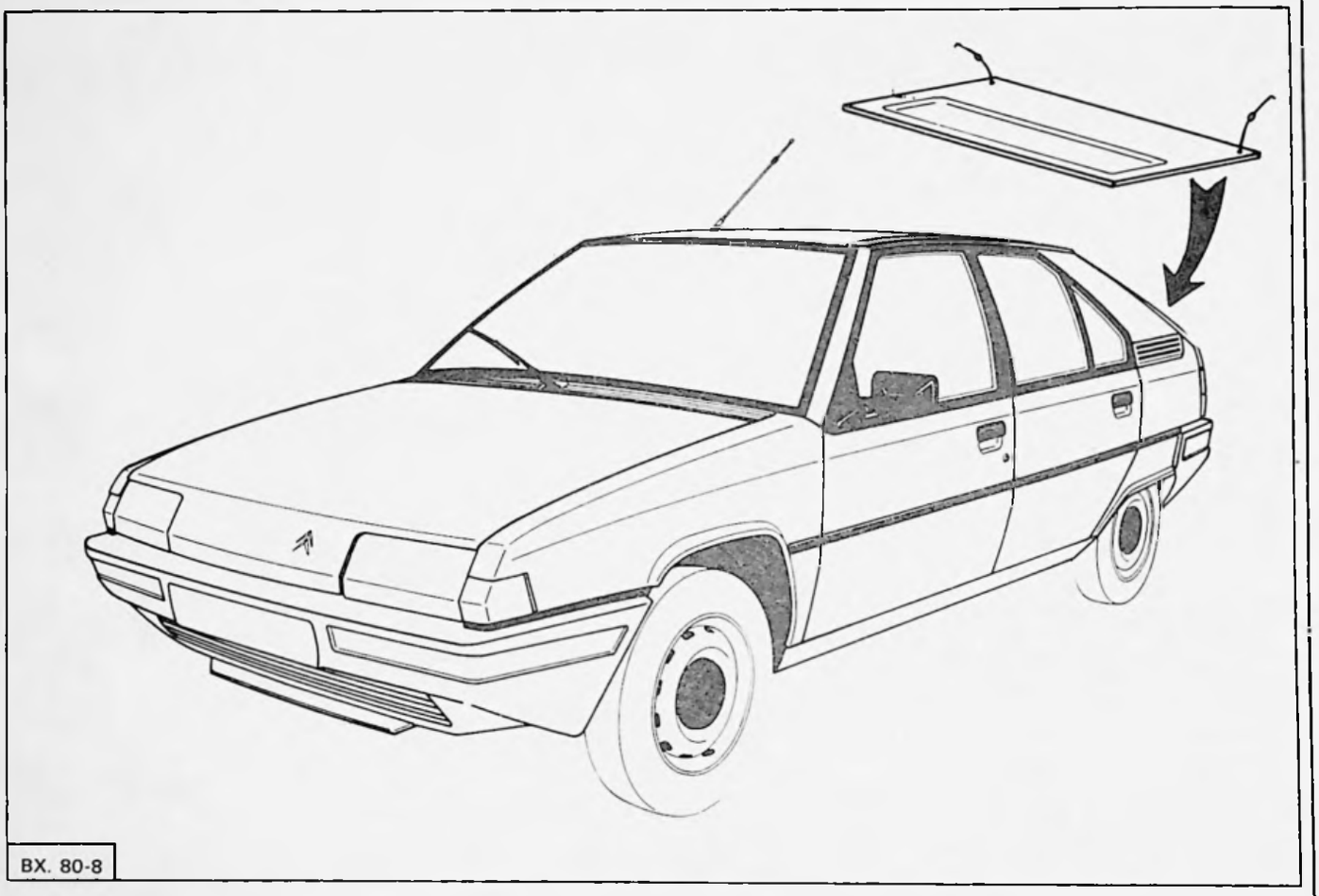
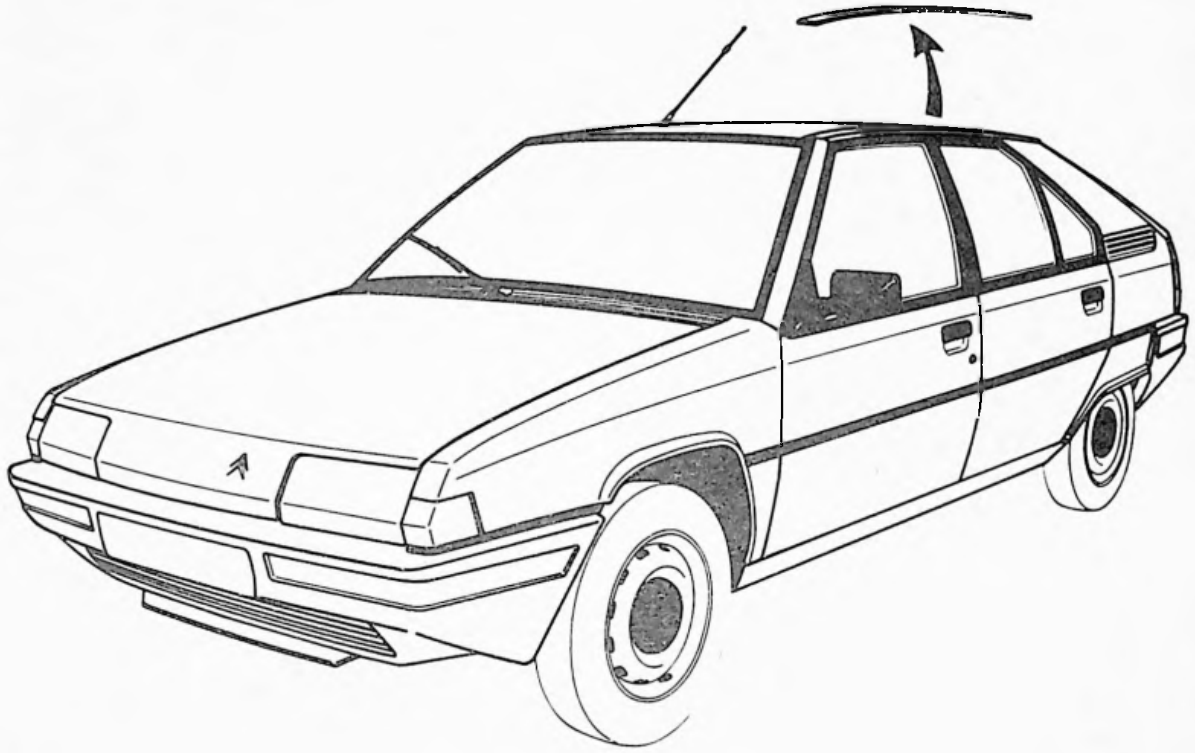


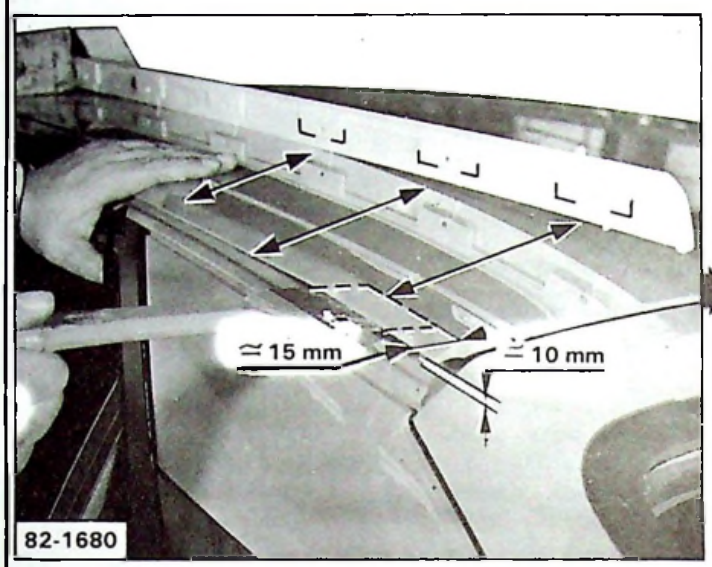




BX. 80-8



BX 80-3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≃ 10 mm
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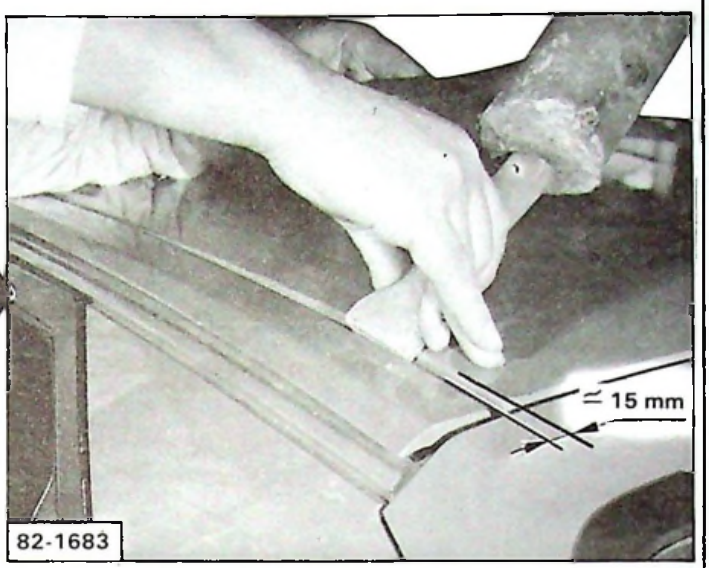
≃ 15 mm
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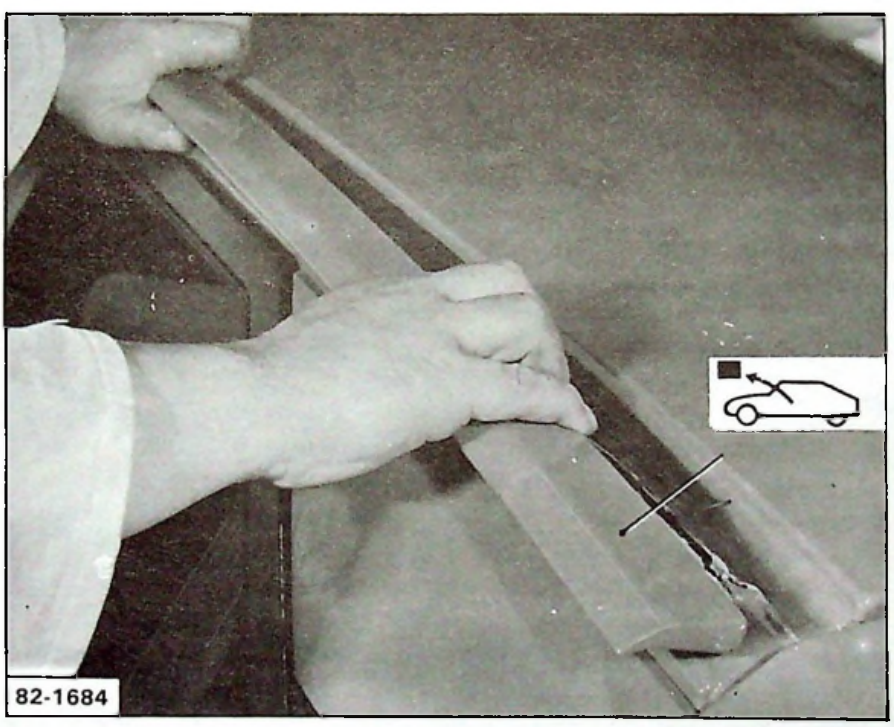
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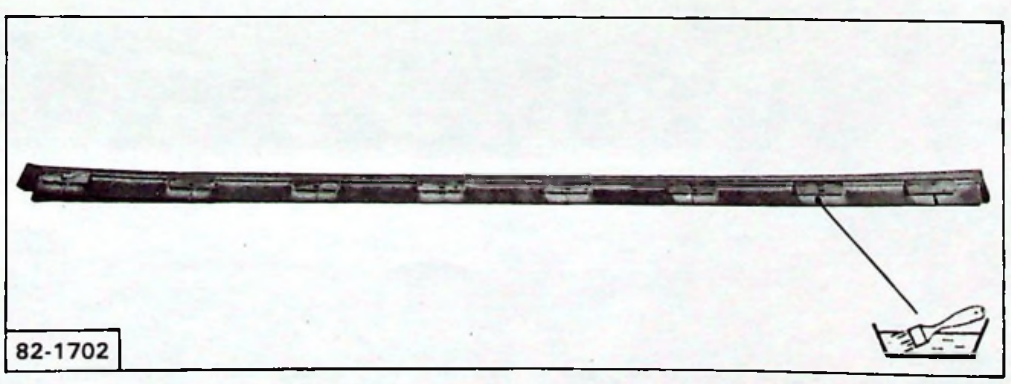
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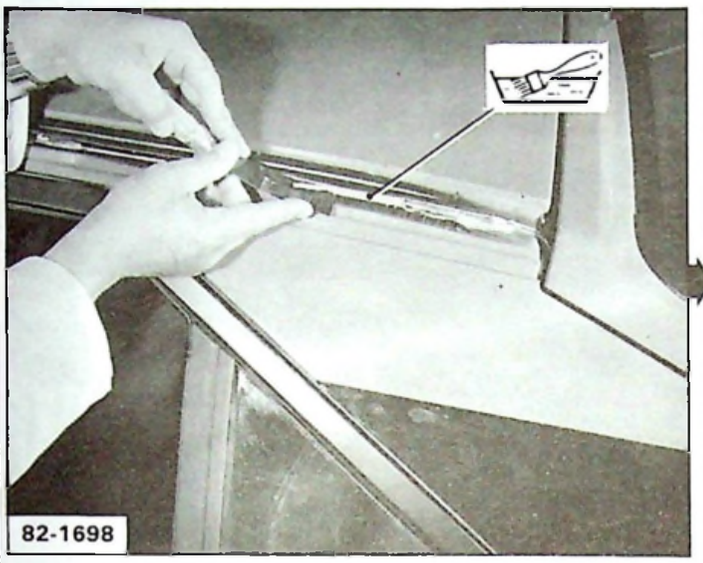
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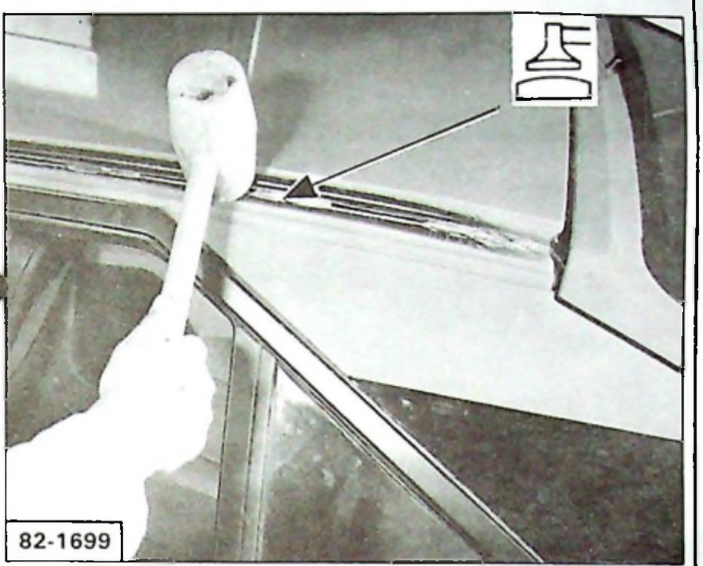
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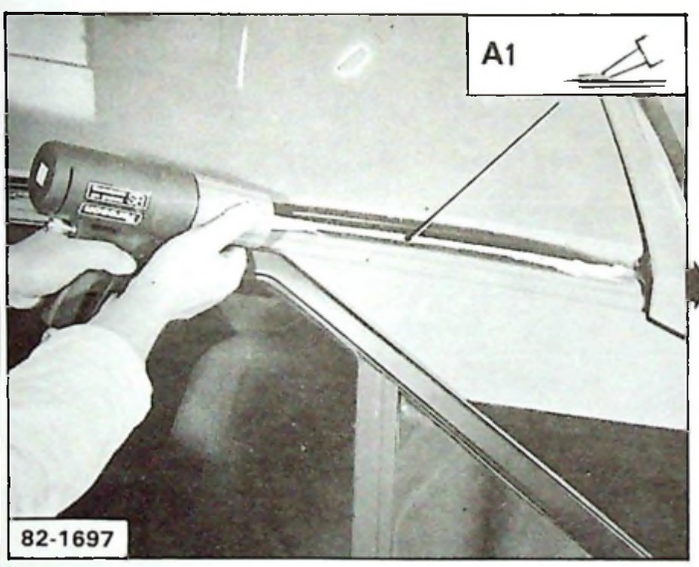
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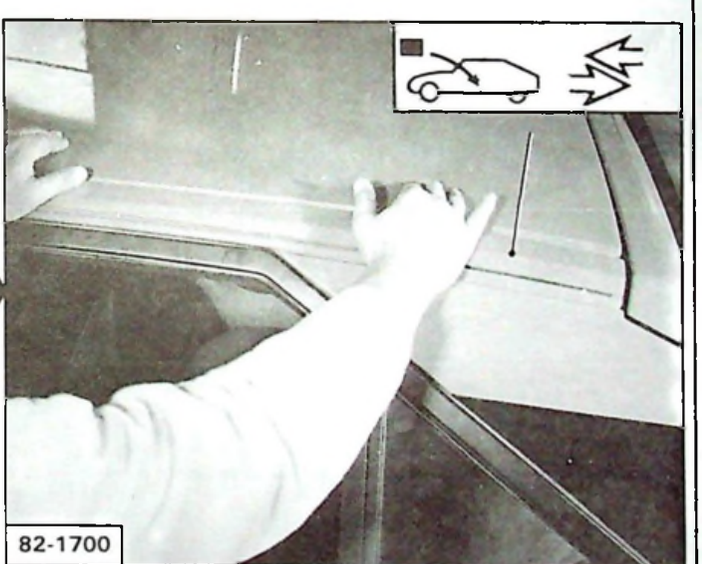
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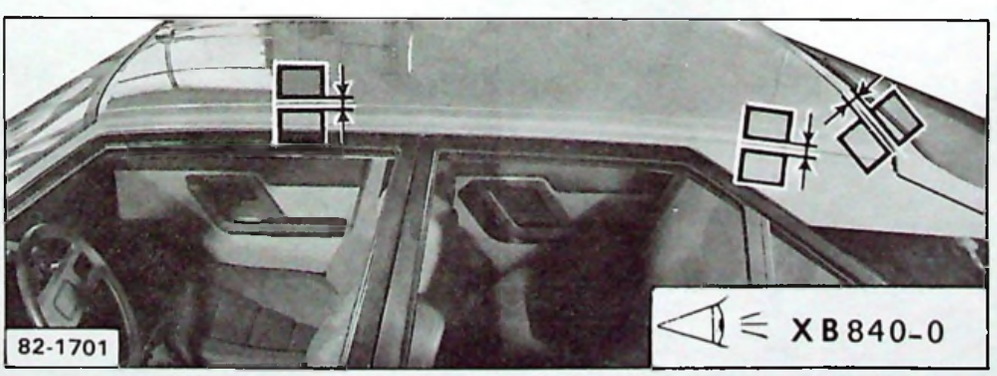
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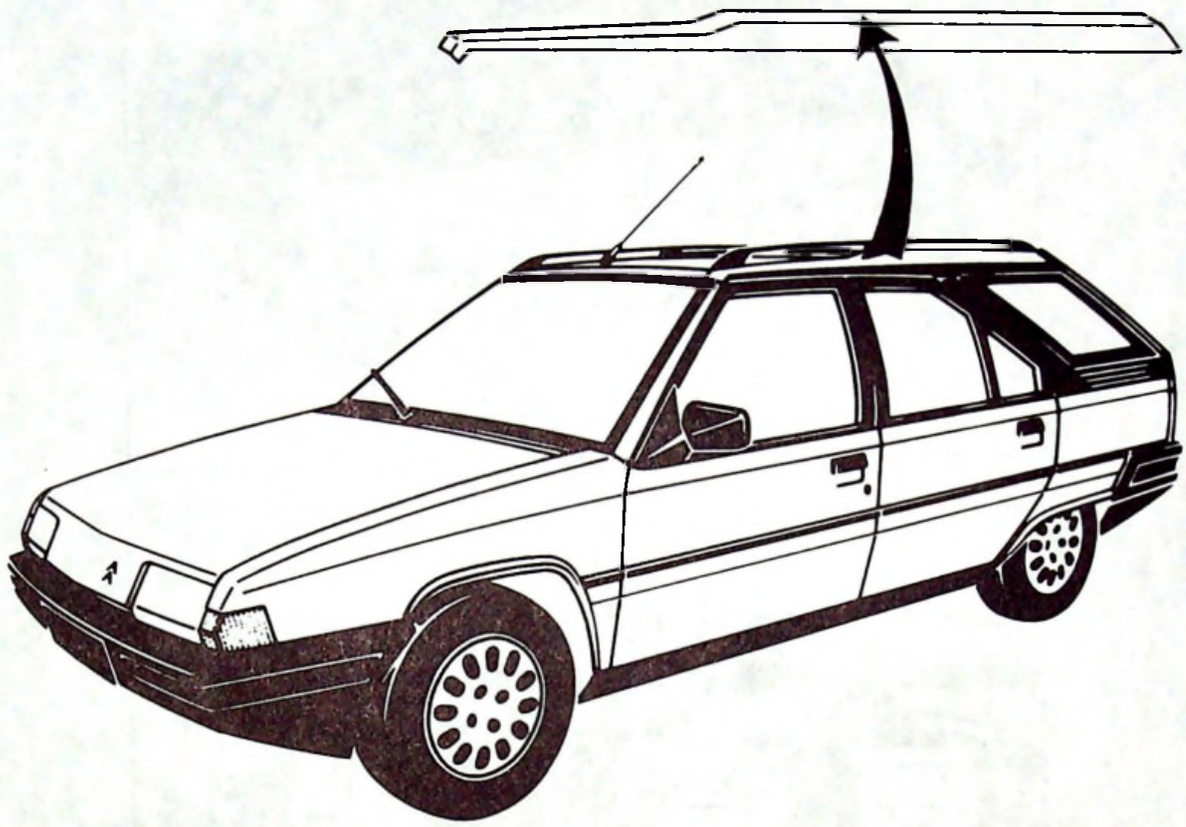

BX. 80-38

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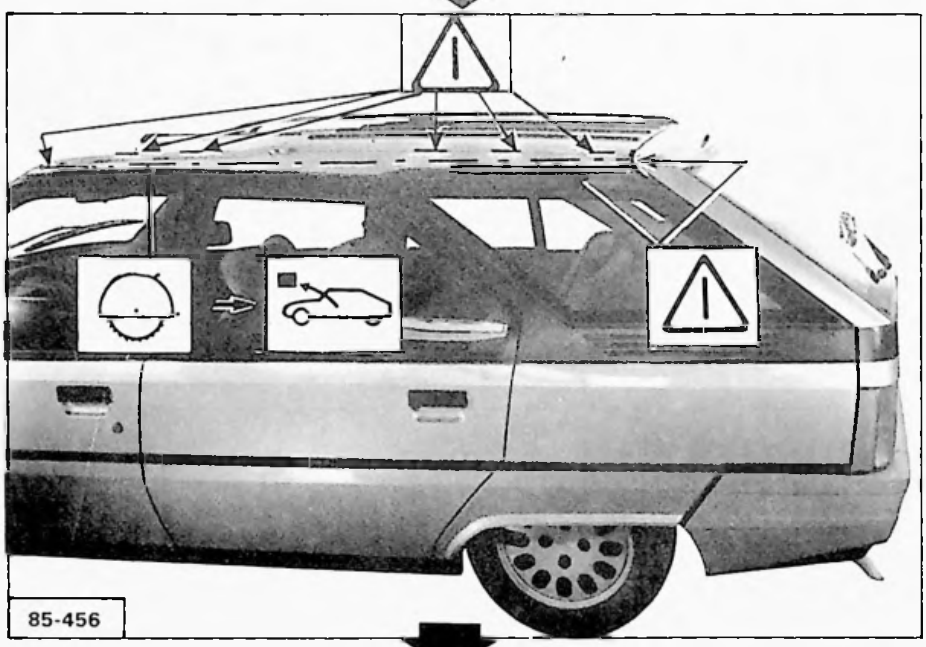
85-137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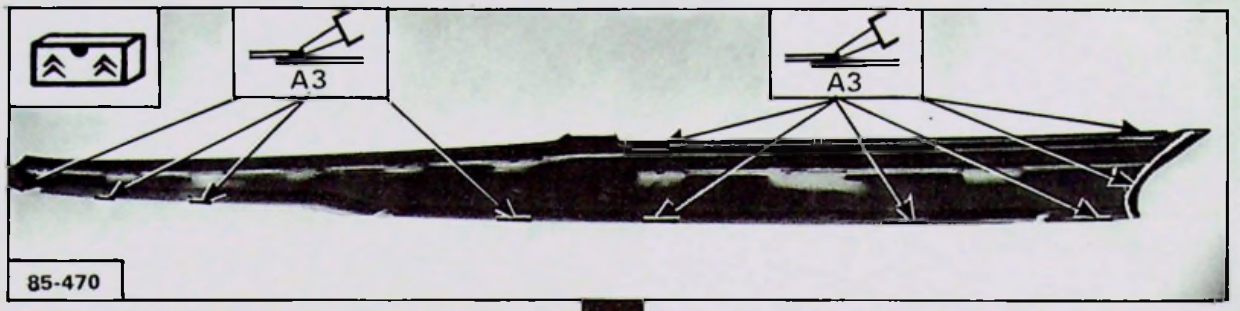
85-455



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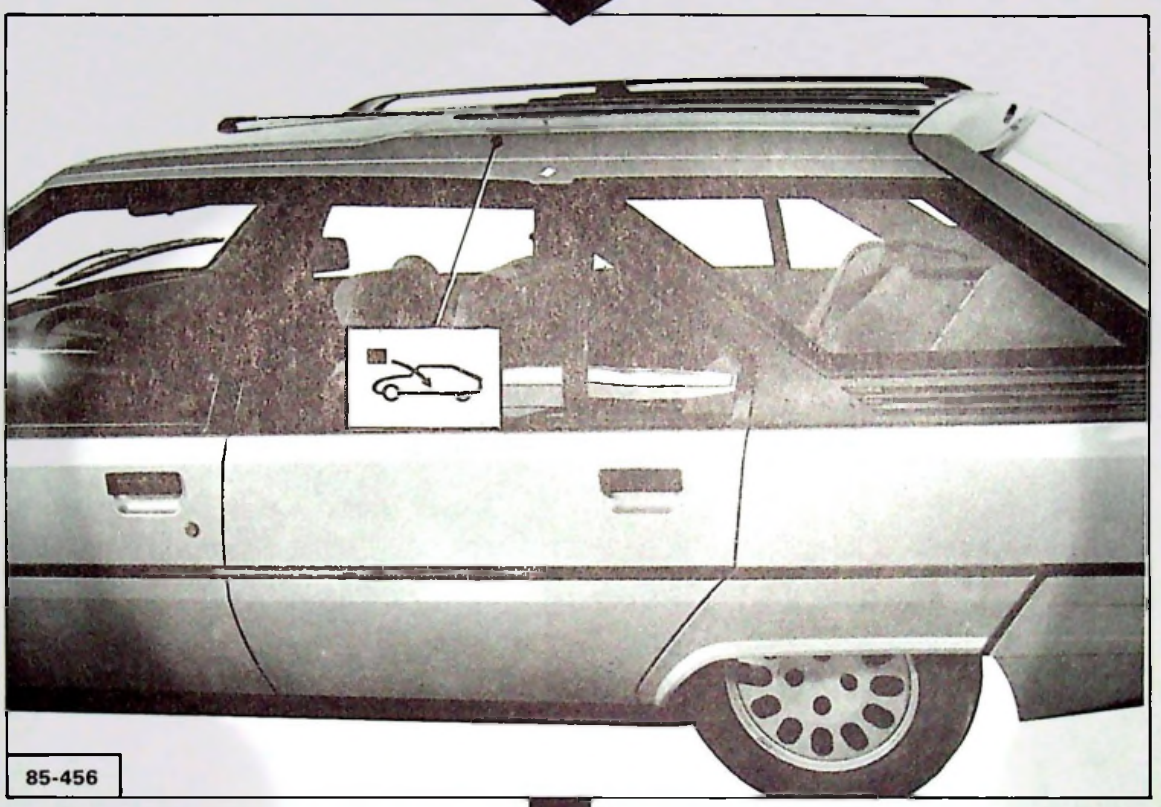

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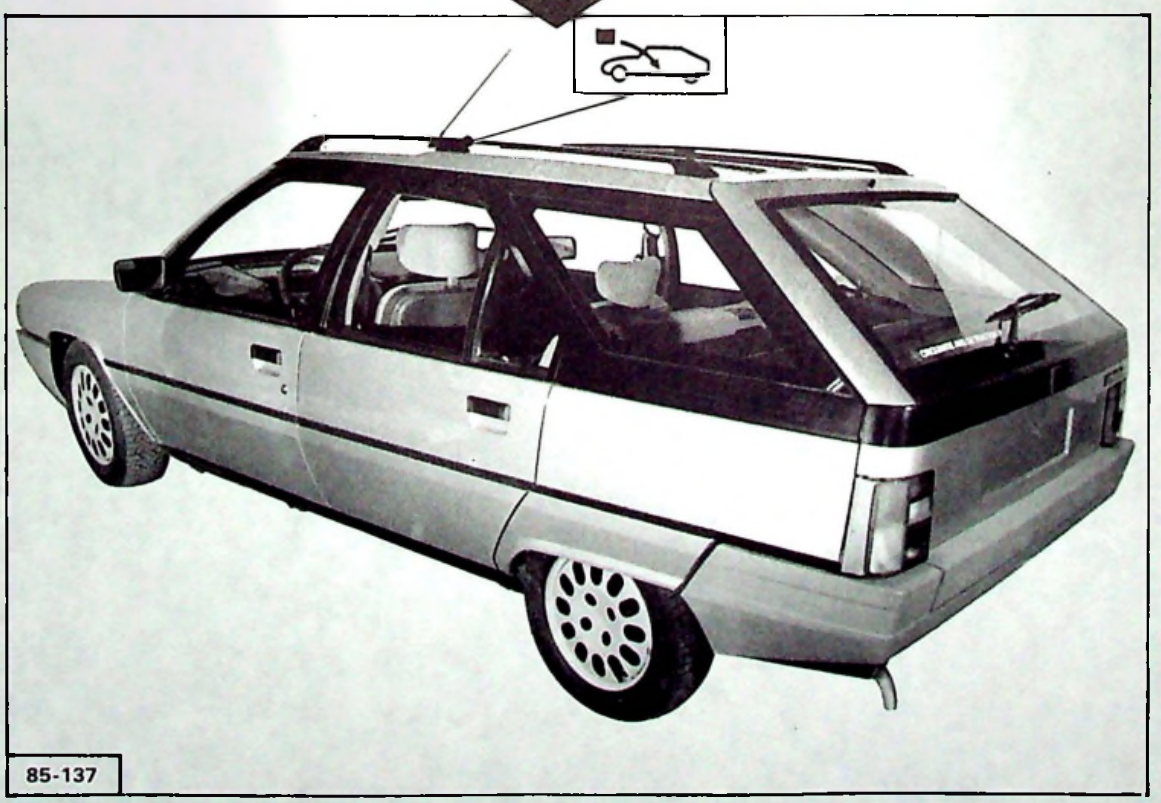


85-137

PLANS D'EXECUTION DES OUTILS MR FIGURANT AU CHAPITRE

OUTILS A REALISER

MR. 630-84/23 a : Outil pour dépose des agrafes plastique (page 3)

Longueur développée : 197 mm

Matière : A 33-1 - Largeur : 20 mm - Epaisseur : 3 mm

MR. 630-84/43 : Outil pour nettoyage de l'adhésif sur feuillures et glaces (page 4)

A - Matière AU 4 G

B - Matière XC 68 t

MR. 630-84/41 : Outil pour ouverture du capot (en cas de non fonctionnement de la serrure) (page 5)

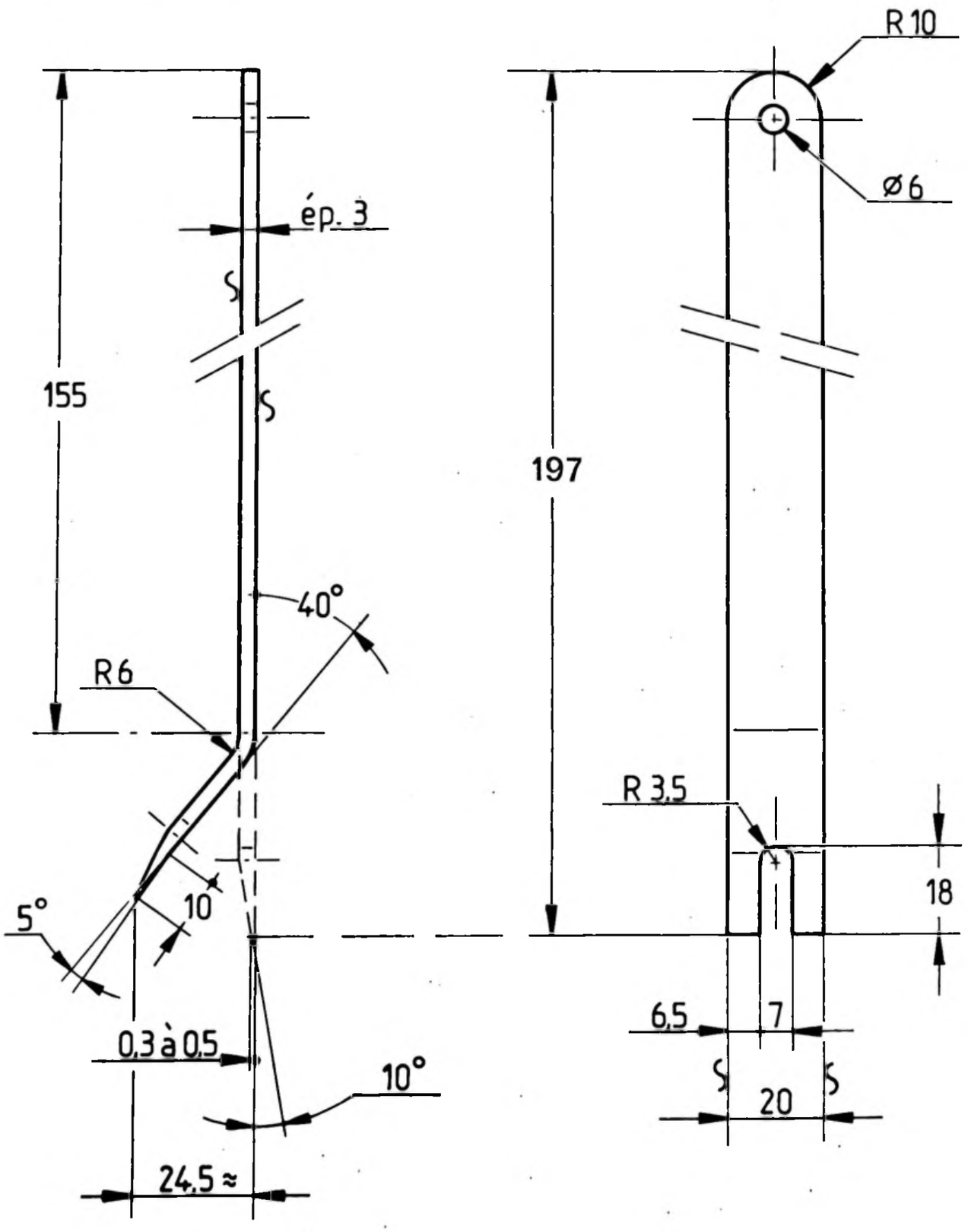
Longueur développée : 632 mm (environ)

Matière : Etiré CC 35 - $\phi = 4$ mm

a : Repère sur la tige (adhésif couleur ou peinture)

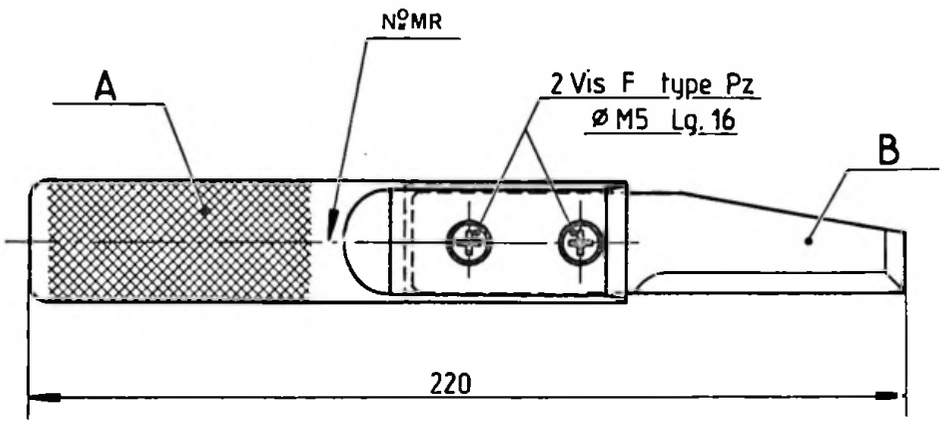
MR 630-84/23 a

UG. R50 √ (∽)



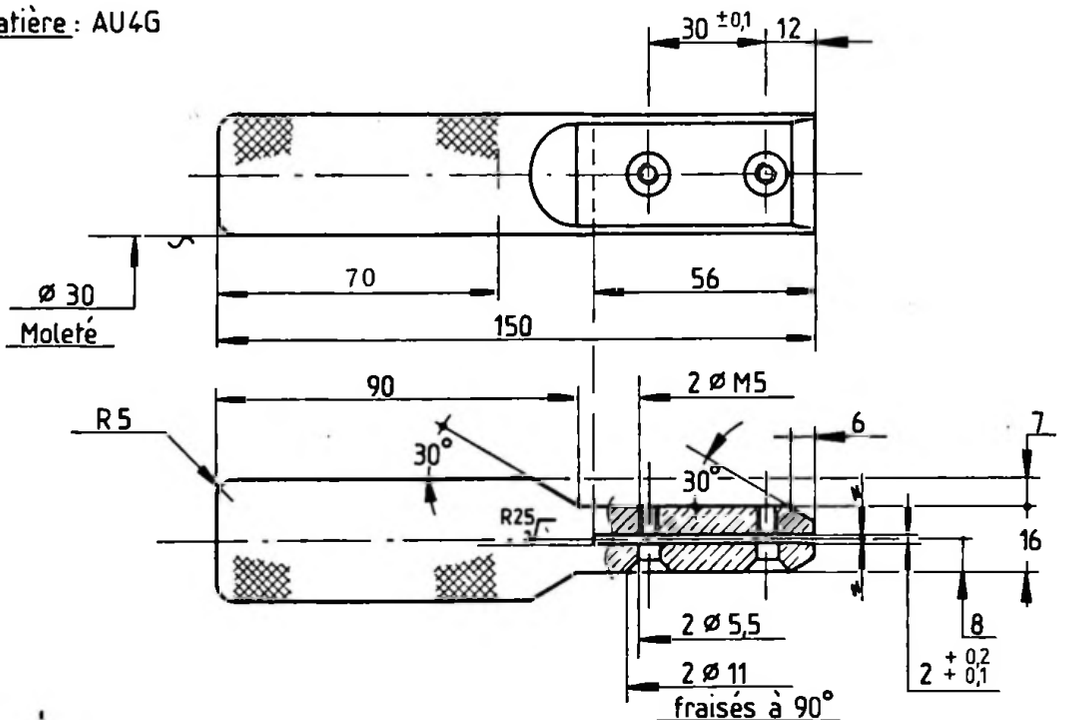
MR 630-84/43

UG. R50 (⌒ , R25)



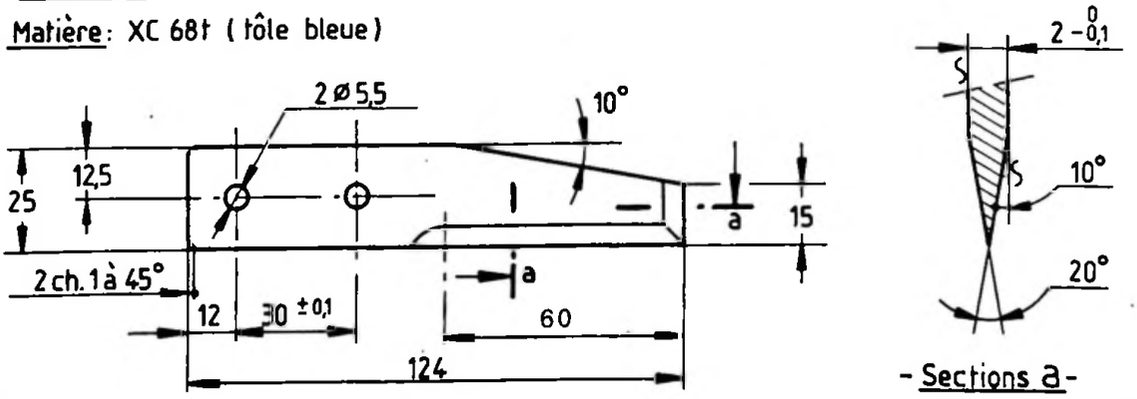
Détail A

Matière : AU4G

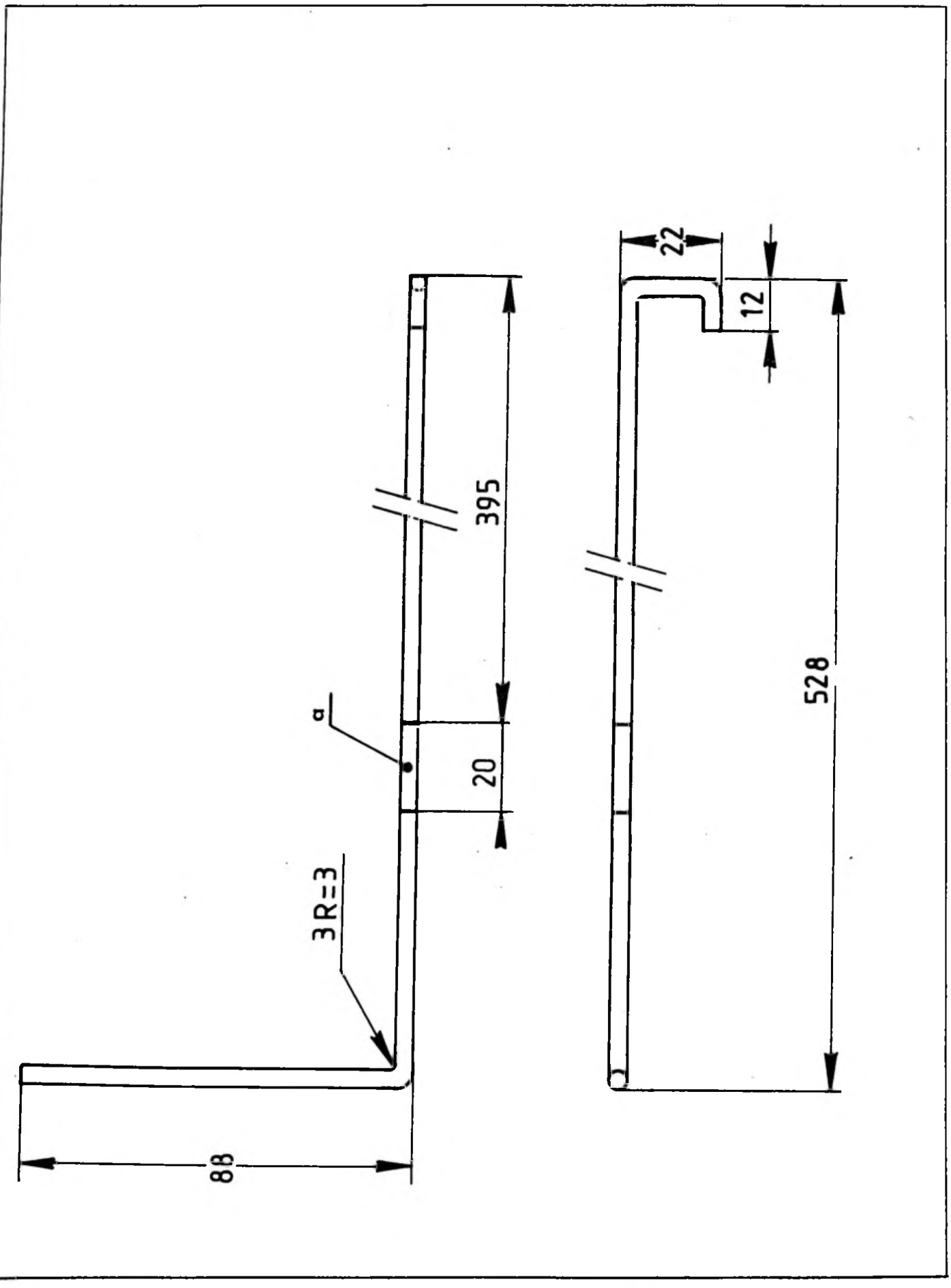


Détail B

Matière : XC 68 t (tôle bleue)



- Sections a -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395
528
a
20
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88