

The following is an example of a front fender. The sections cut illustrate concerns when developing the trimline for this type of part.

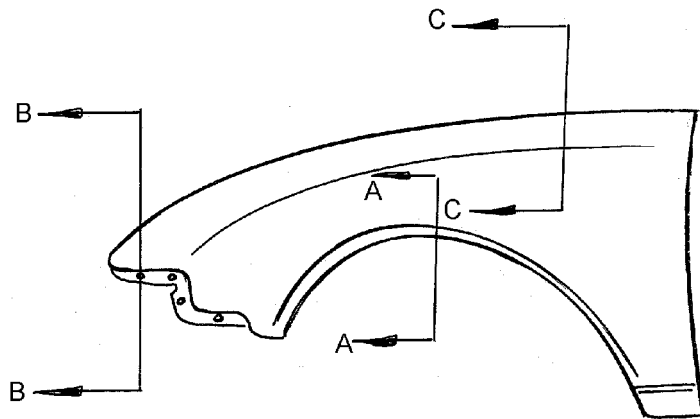


Figure 2-27. Typical Front Fender

Section A-A

This section is across the wheelarch eyebrow, and has only one bend line. If the tolerance applied to this flange is ± 1 mm, then it should be safe to develop the trimline.

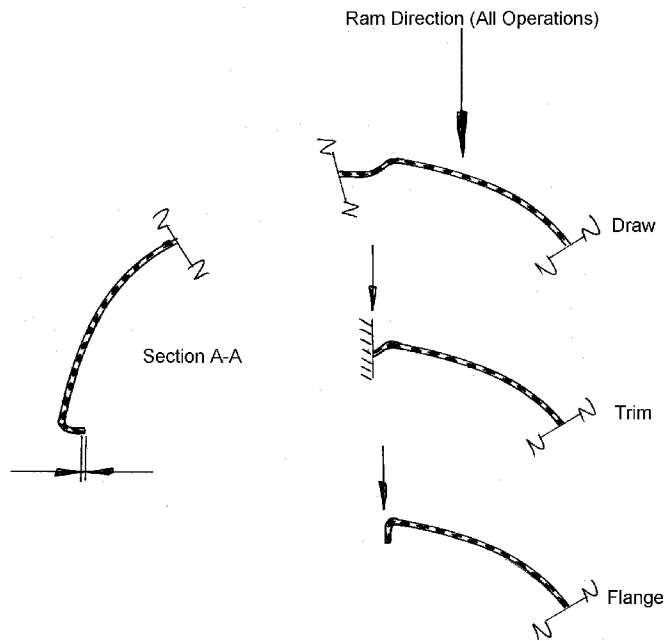


Figure 2-28. Processing Wheelarch Flange on a Fender

This section is cut through the headlamp mounting area at the front of the fender. The flange is formed around two bendlines. This area will be quite critical, as the pierced holes must mate accurately with the headlight cluster, and this will be reflected in the applied tolerances. Therefore, these holes in the part should be produced in a pierce operation after the rebated flange has been fully formed. However, in order to restrike the area into the correct shape prior to trimming, it may require a pre-trim to remove excess scrap and allow the material to move into the required shape. A different tolerance may be applied to the trimmed edge, and theoretically, it is possible to attempt a development of this edge in the pre-trim die. This may be important to achieve, if the edges of the pierced holes for the headlight fixing are close to the trimline of the cutout, it could result in die maintenance problems if the trimming and piercing are combined. It could be advisable therefore, to separate these out by developing the trimline, (if the tolerance allows), final forming the rebated flange, then piercing the holes.

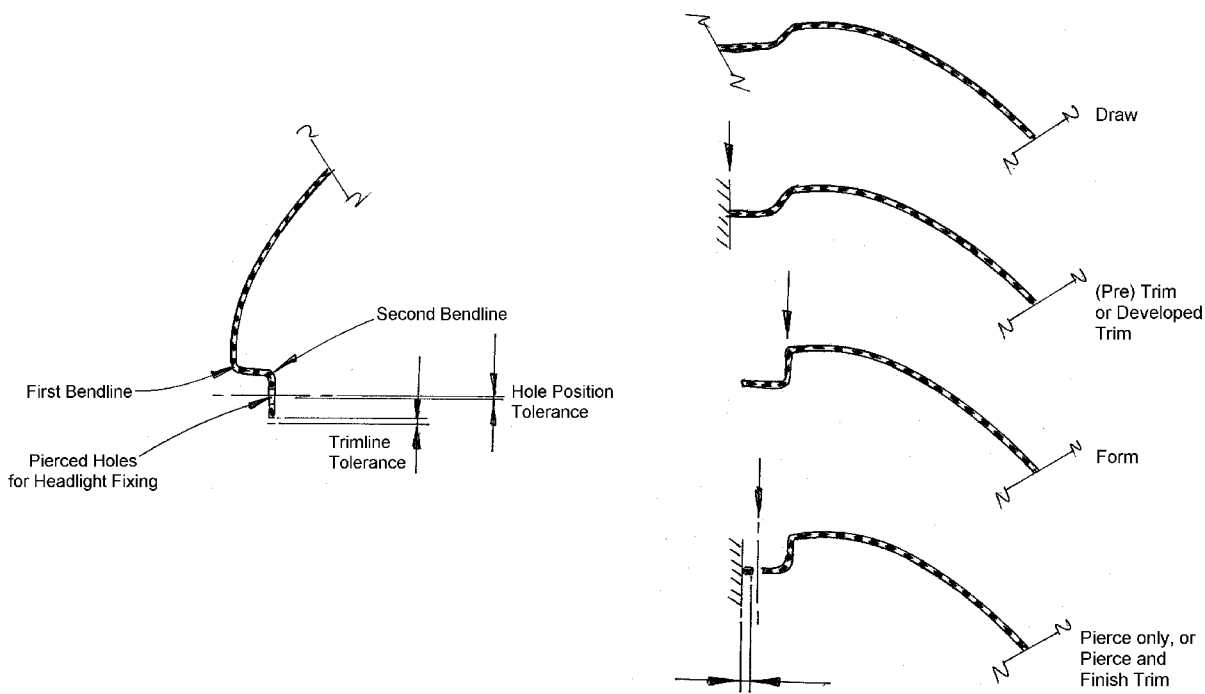


Figure 2-29.

Processing Headlamp Section of a Fender