MOPAR®
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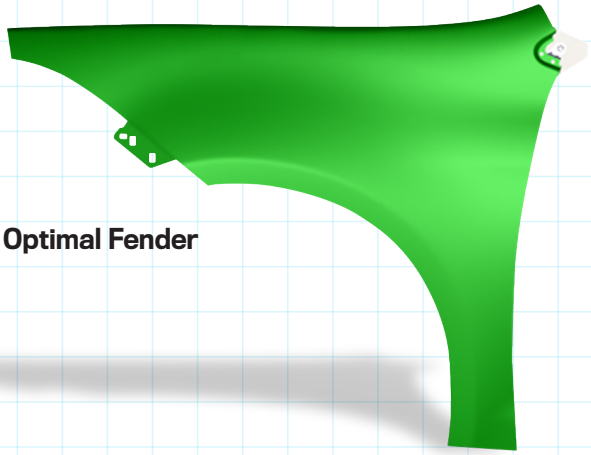
# Dimensional Testing.

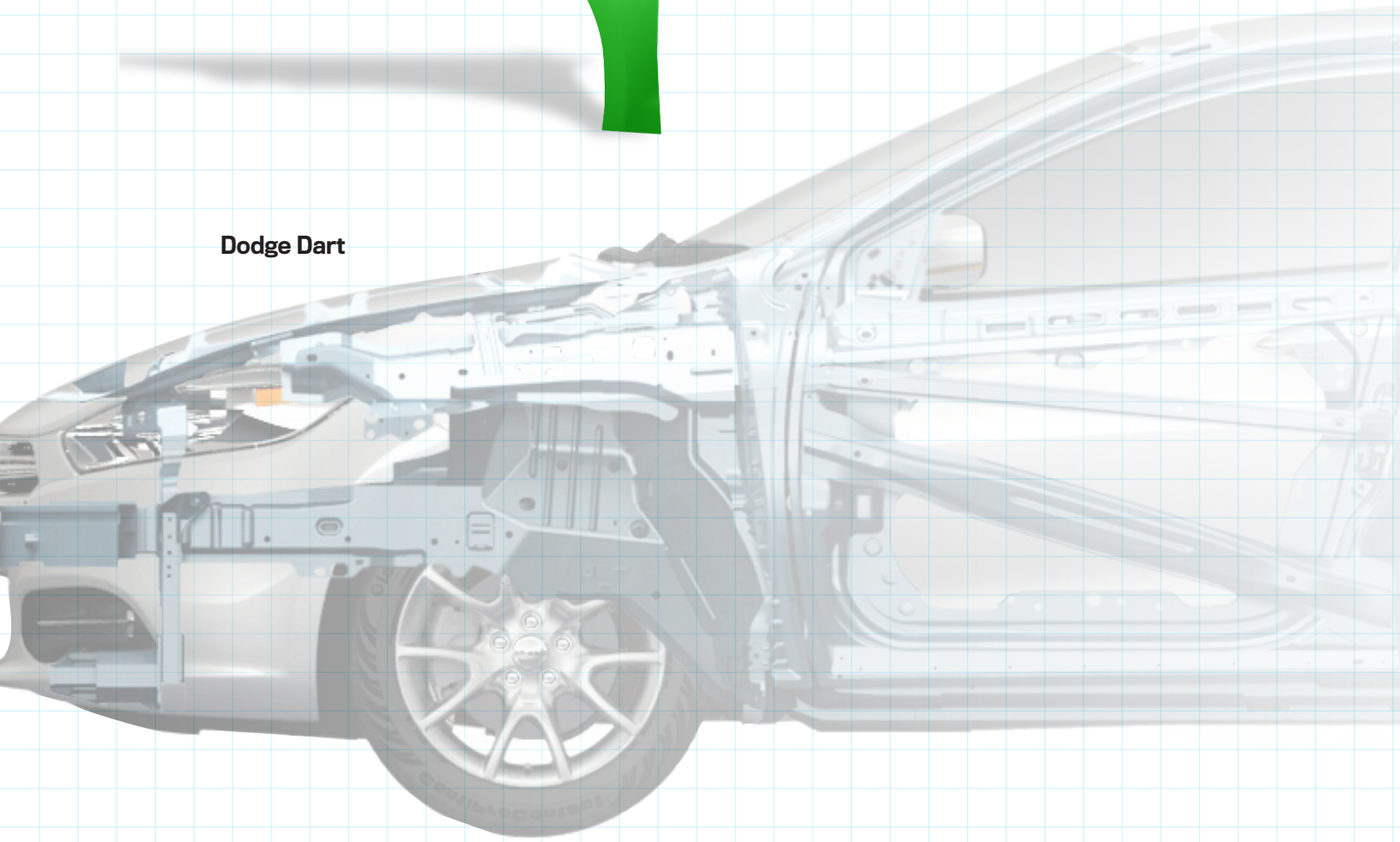
## DIMENSIONAL ACCURACY TESTING OF AFTERMARKET FENDERS

Mopar® subjected two aftermarket fenders to dimensional testing, comparing them to Mopar design specifications. The aftermarket fenders were measured by a Coordinate Measuring Machine (CMM) using a touch probe, taking three-dimensional measurements at key points. Next, they were subjected to ATOS white light scans, which showed deviations from FCA US LLC design specifications as indicated by color. Green is optimal, dark blue areas are lower than spec, dark red areas are higher than spec. With the high degree of deviation shown, these aftermarket fenders would require extensive adjustment for an acceptable appearance, proper fit and finish.



**Optimal Fender**

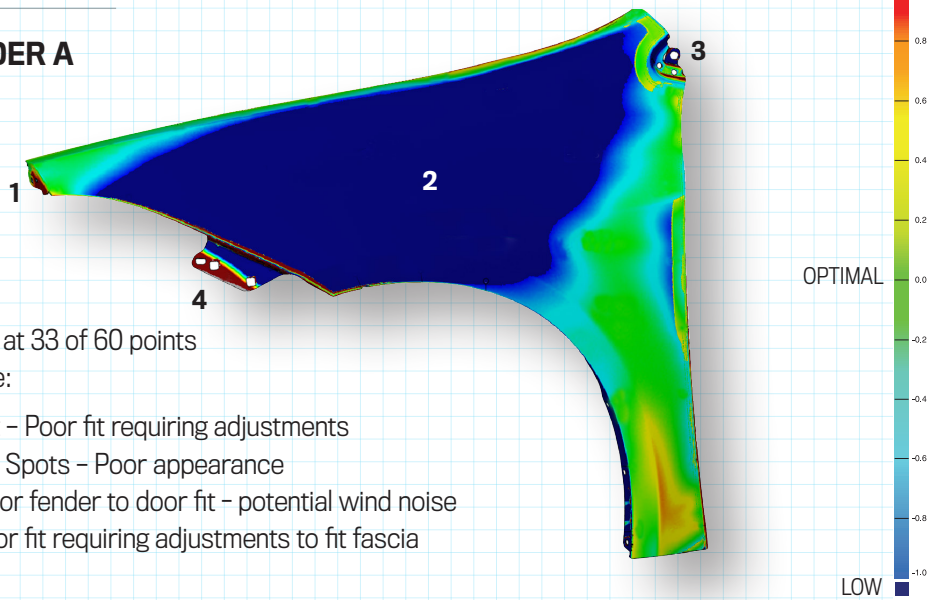
**Dodge Dart**



# Failure To Fit.

## AFTERMARKET DIMENSIONAL INACCURACY – WHITE LIGHT SCAN

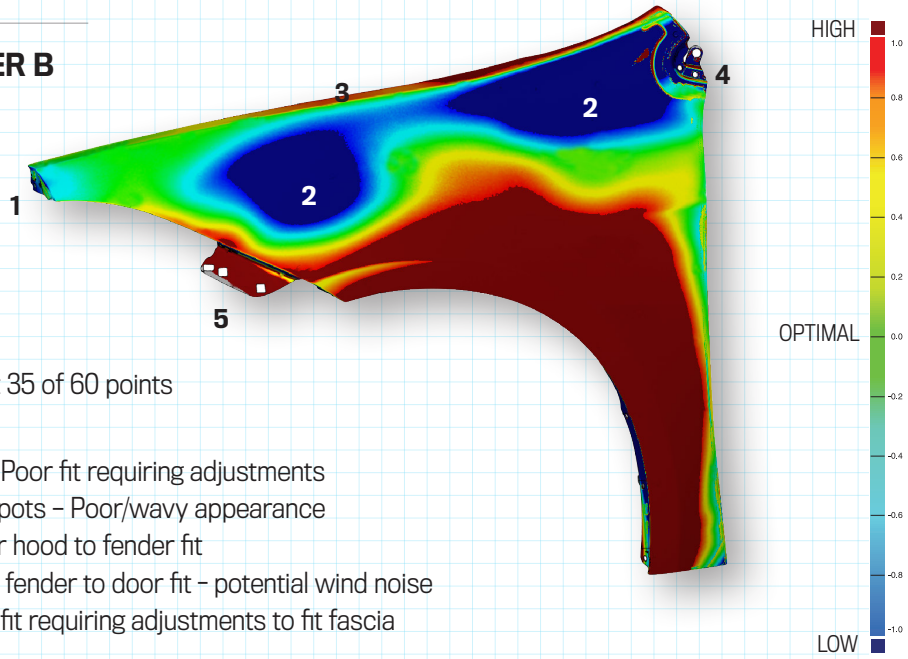
### AFTERMARKET FENDER A




Dimensional standards failed at 33 of 60 points checked – a 56% Failure Rate:

1. Upper Fender Attachment – Poor fit requiring adjustments
2. Upper Half of Fender Low Spots – Poor appearance
3. Upper Mounting Hole – Poor fender to door fit – potential wind noise
4. Attachment Tab High – Poor fit requiring adjustments to fit fascia

### AFTERMARKET FENDER B




Dimensional standards failed at 35 of 60 points checked – a 58% Failure Rate:

1. Upper Fender Attachment – Poor fit requiring adjustments
2. Upper Half of Fender Low Spots – Poor/wavy appearance
3. Catwalk (Upper Edge) – Poor hood to fender fit
4. Upper Mounting Hole – Poor fender to door fit – potential wind noise
5. Attachment Tab High – Poor fit requiring adjustments to fit fascia

### SUMMARY:

With the high degree of deviations from FCA US LLC specifications, these fenders would require extensive rework for acceptable appearance, proper fit and finish.

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