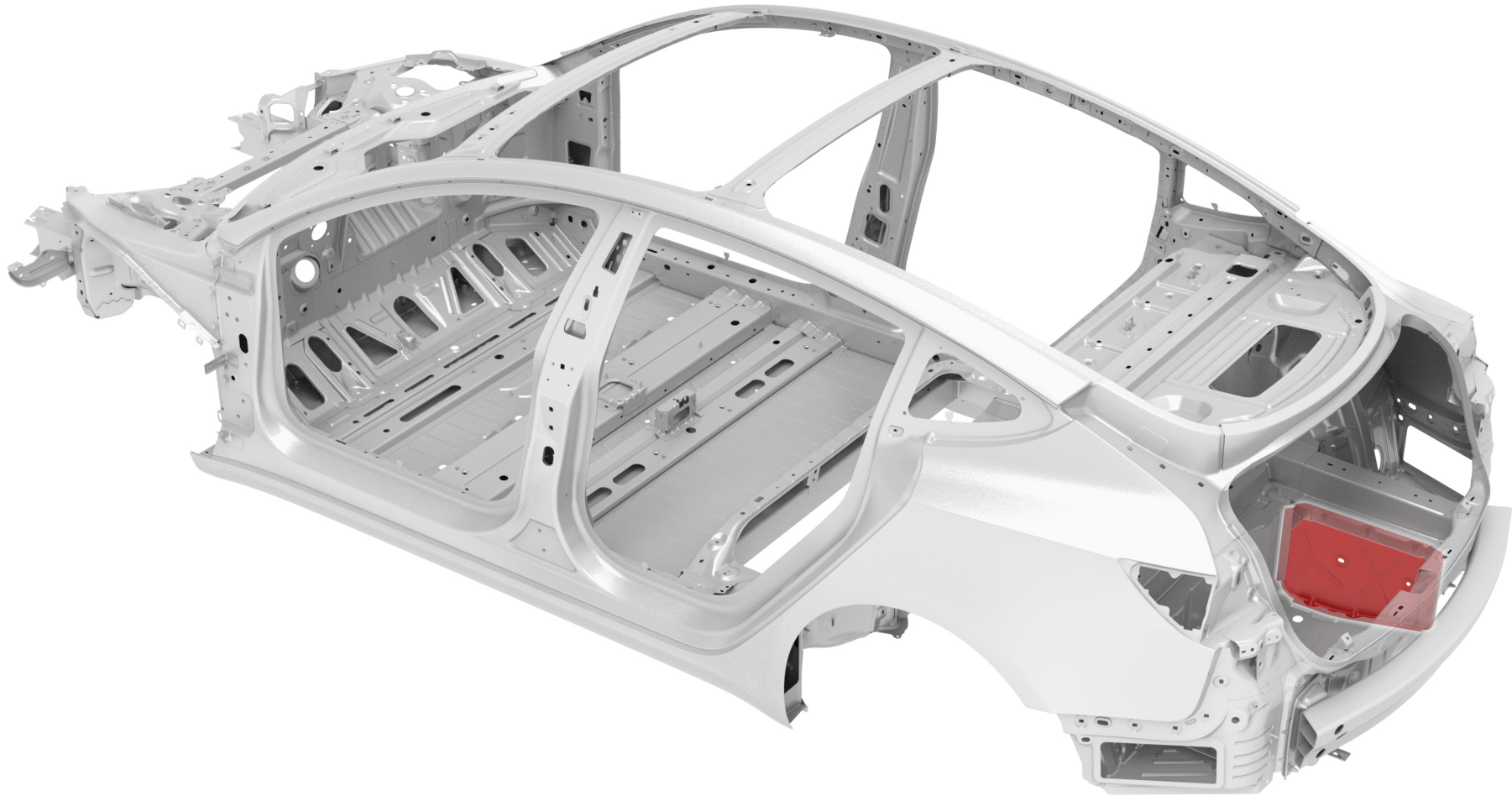


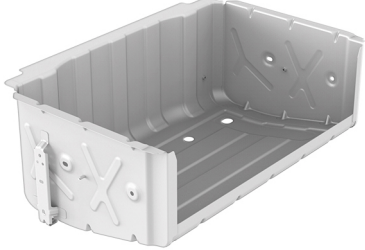





## Trunk Floor Assembly (Side Panel)





## Parts List

Quantity	Part Number	Description	Image / Notes
1	1095966-S0-A	Rear Trunk Floor Assembly	 <p>The side panel is not available separately. Order the Rear Trunk Floor Assembly and remove the unneeded portions before installation.</p>
11 or 15 rivets needed; order 20 rivets	1028719-00-A	 Structural Rivet, 4.8 mm	All rivets come in packages of 10; order all rivets in multiples of 10. 11 structural rivets are needed if the Rear Body Panel has been removed. 15 structural rivets are needed if the Rear Body Panel has not been removed.
6 rivets needed; order 10 rivets	1063943-00-A	 Structural Bulb Rivet, 6.5 mm	All rivets come in packages of 10; order all rivets in multiples of 10.
1	—	Structural Adhesive	 <b>WARNING:</b> Use only Tesla-approved structural adhesive; refer to <a href="#">BR-15-92-008</a> , "Approved Structural Adhesive and Urethane Sealants" for a list of current approved structural adhesives.  Refer to <a href="#">BR-17-92-002</a> , "Obtaining Adhesives, Coolant, and Other Chemicals" for information on how to obtain approved structural adhesive.





## Parts List

Quantity	Part Number	Description	Image / Notes
1	—	Seam Sealer	Source locally; not available from Tesla.

These part numbers were current at the time of publication. Use the revisions listed or later, unless otherwise specified in the [Parts Manual](#).



## Repair Information

Repair Information	Warnings and Cautions	Special Tools
<p>This procedure is for the left-hand component; the procedure is identical for the right-hand component.</p> <p>This procedure can be performed with the Rear Body Panel in place or with the Rear Body Panel removed. Follow the appropriate steps in the procedure depending on the repair situation. The photographs in the procedure show a repair where the Rear Body Panel has been removed.</p>	<p> <b>WARNING:</b> Wear the appropriate personal protective equipment (PPE) when performing this procedure.</p> <p> <b>CAUTION:</b> This procedure involves both steel and aluminum components. Use the appropriate tools at each step to avoid cross-contamination. Refer to <a href="#">BR-17-10-005</a>, “Model 3 Body Structure Materials and Allowed Operations,” for more information.</p>	<p>No special tools are required to perform this procedure.</p>



## Removal

1 Remove the original component.

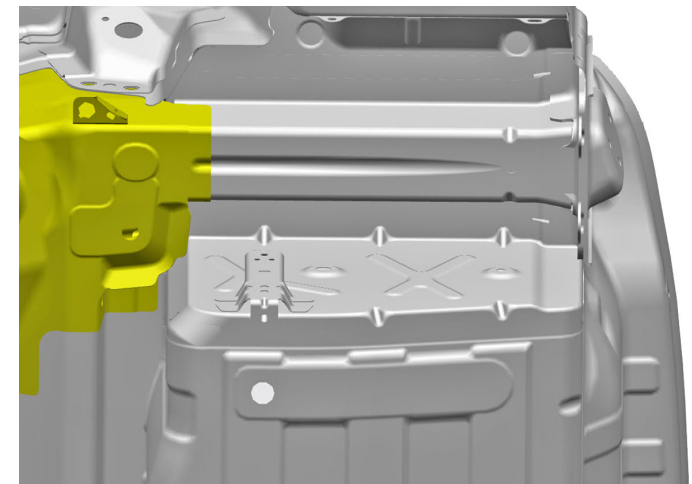
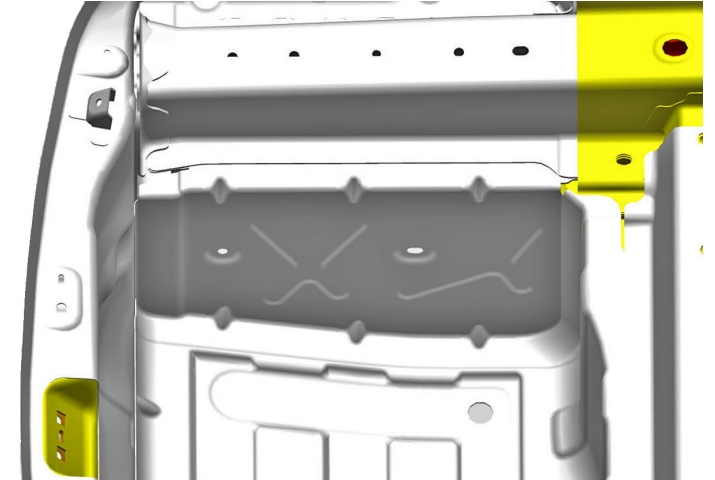
A Identify the component materials in the repair area.

■ Aluminum

■ High-Strength Steel



**NOTE:** The first image shows the repair area from above the vehicle. The second image shows the repair image from below the vehicle.





## Removal

1 Remove the original component (continued).

B Identify the factory spot welds.

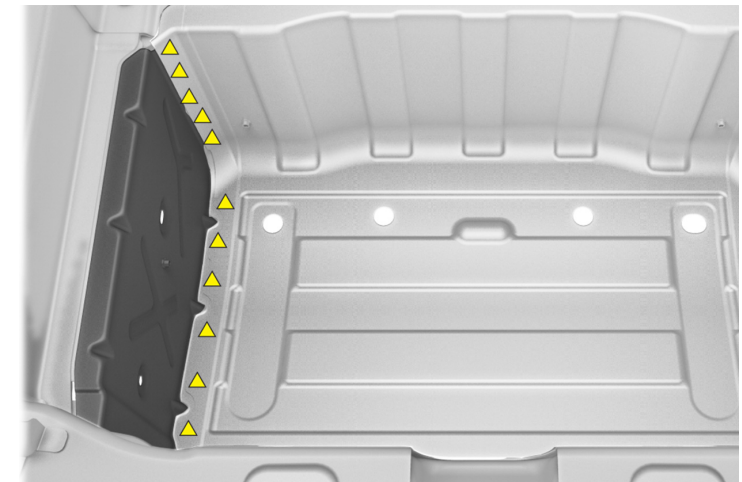
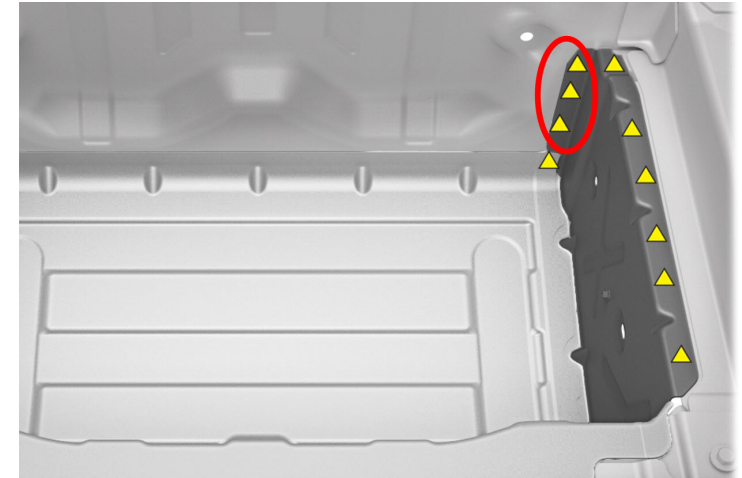
▲ Factory Spot Weld (x21)



**NOTE:** Factory spot weld locations shown are approximate. Exact spot weld locations and number vary from vehicle to vehicle.



**NOTE:** If the Rear Body Panel has been removed, the spot welds circled in red do not need to be removed.




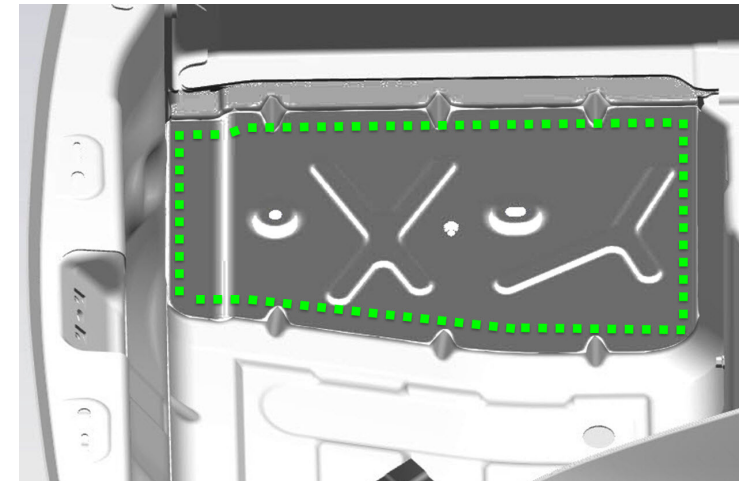


## Removal

- 1 Remove the original component (continued).
  - C Remove any seam sealer as necessary to identify the factory spot welds.



- D Cut the component on the green dashed lines shown.  
 Cut Line





## Removal

- 1 Remove the original component (continued).
  - D Cut the component on the green dashed lines shown (continued).







## Removal

1 Remove the original component (continued).

E

Use a drill with a spot weld bit to drill out the factory spot welds.



**NOTE:** Unless specifically instructed otherwise, spot welds should be drilled out or ground down on the component being removed to avoid damaging surrounding components.



F

Use a heat gun to heat the adhesive joints, and then use a hammer and chisel to remove the remaining pieces of the original component.



**WARNING:** Do not heat any adhesive joints of components that are not being removed. Heating adhesive joints weakens the adhesive bond and could compromise vehicle crash integrity.



**WARNING:** Do not heat the adhesive joints above 100°C (212°F). Heating the adhesive joints above 100°C (212°F) can weaken the aluminum and compromise vehicle crash integrity.





## Removal

1 Remove the original component (continued).

**F** Use a heat gun to heat the adhesive joints, and then use a hammer and chisel to remove the remaining pieces of the original component (continued).





## Removal

2

Use a disc sander with a medium-abrasive surface conditioning disc to remove any remaining materials from the mating surfaces. Use a belt sander with a medium-abrasive belt for any areas that cannot be reached with a disc sander. Vacuum any adhesive dust.



**WARNING:** Remove the epoxy adhesive in a well-ventilated area. Wear suitable personal protective equipment.



**WARNING:** Use only sanding wheels and belts that are 80 grit or finer on aluminum components. Using sanding wheels or belts that are coarser than 80 grit can cause fractures in the aluminum.



**CAUTION:** Beware of cross-contamination. Do not use the same equipment to remove epoxy from aluminum and steel. Cross-contamination might result in galvanic corrosion.

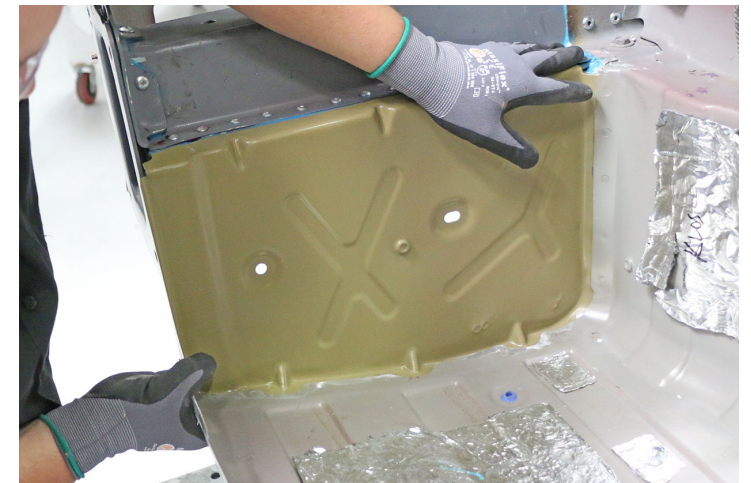




## Replacement

- 1 Prepare for installation.
  - A Remove the side panel from the new Trunk Floor Assembly.

- B Put the new side panel into position.





## Replacement

1 Prepare for installation (continued).

C Drill 4.8 mm holes for structural rivets.  
● Structural Rivet, 4.8 mm (x11 or x15)



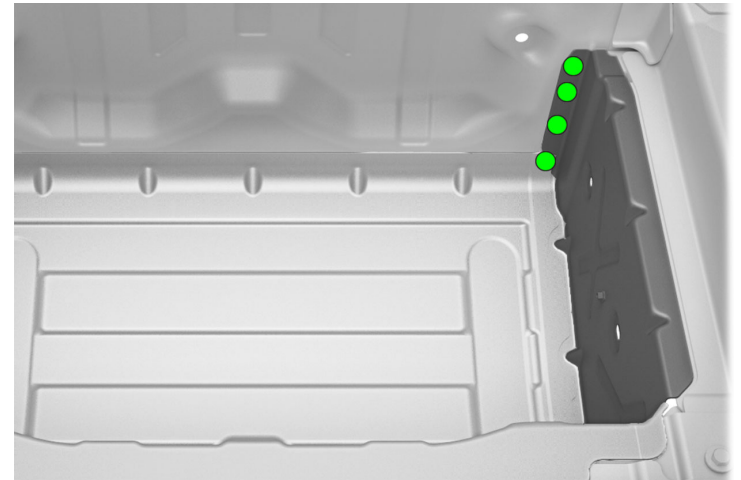
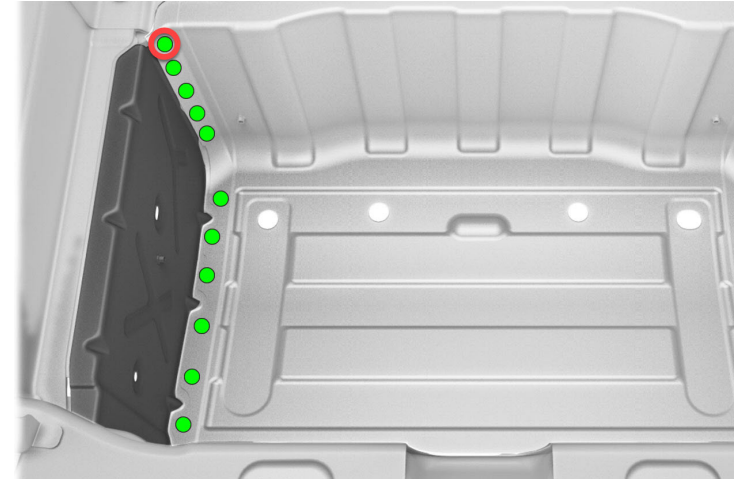
**NOTE:** Install a grip screw after drilling each hole to keep the panel aligned while drilling the remaining holes.



**NOTE:** If the Rear Body Panel has been removed, do not drill holes for rivets in the locations shown in the second image. These rivets are installed during the installation of the [Rear Body Panel](#).



**TIP:** If the Rear Body Panel has been removed, begin by drilling a hole for the structural rivet circled in red while holding the panel in alignment. Work down the front vertical edge and then the lower edge, installing grip screws and clamping as necessary to keep the panel aligned.





## Replacement

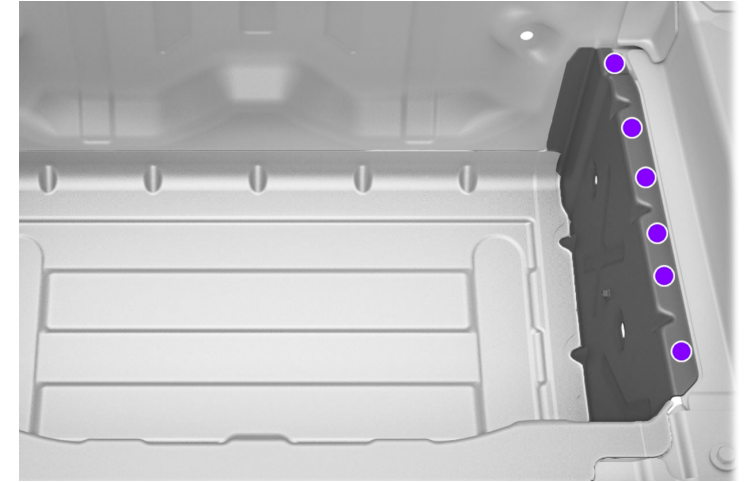
1 Prepare for installation (continued).

D Drill 6.7 mm holes for structural bulb rivets.

● Structural Bulb Rivet, 6.5 mm (x6)



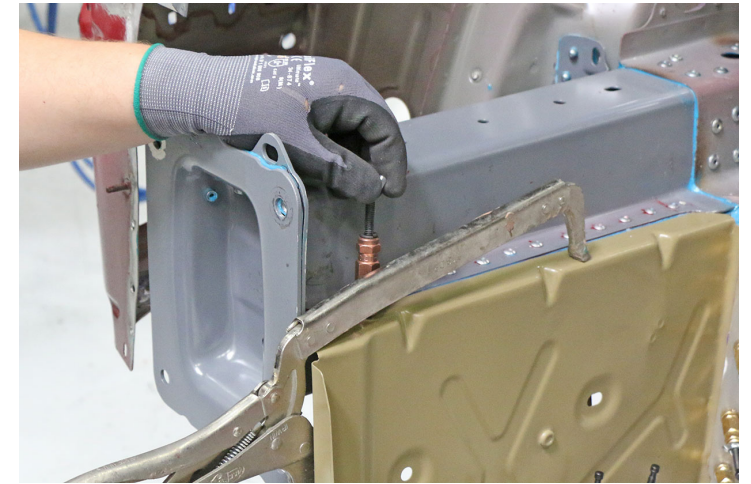
**NOTE:** Install a grip screw after drilling each hole to keep the panel aligned while drilling the remaining holes.



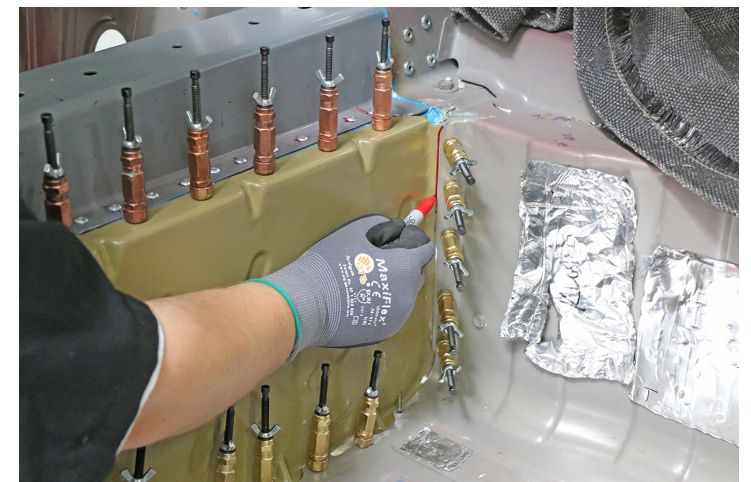


## Replacement

- 1 Prepare for installation (continued).
  - D Drill 6.7 mm holes for structural bulb rivets (continued).



- E Mark the mating surfaces of the new component. These areas will be prepared for bonding in a later step.





## Replacement

- 1 Prepare for installation (continued).
- F Remove the new component.







## Replacement

2 Prepare the surfaces.

A

Use a disc sander with a medium-abrasive surface conditioning disc to remove the e-coat from the mating surfaces of the new component. Use a belt sander with a medium-abrasive belt for any areas that cannot be reached with a disc sander.



**WARNING:** Remove the e-coat in a well-ventilated area. Wear suitable personal protective equipment.



**WARNING:** Use only sanding wheels and belts that are 80 grit or finer on aluminum components. Using sanding wheels or belts that are coarser than 80 grit can cause fractures in the aluminum.



**CAUTION:** Within two hours of removing the e-coat or paint, cover the abraded aluminum areas in the mating surface with a thin primer layer of structural adhesive. If the abraded aluminum areas are not primed within two hours, they must be abraded again to remove any oxidation.





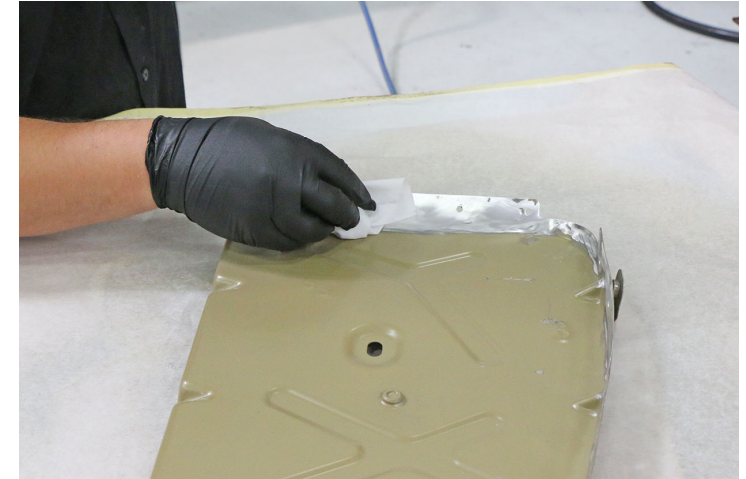
## Replacement

2 Prepare the surfaces (continued).

**B** Clean all the mating surfaces of the new component or components and the vehicle with isopropyl alcohol (IPA).



**WARNING:** Wipe off the remaining isopropyl alcohol with a clean, dry towel immediately after application. Do not let the remaining isopropyl alcohol air dry. Allowing the remaining isopropyl alcohol to air dry can compromise the adhesive bond.



3 Apply structural adhesive.

**A** Spread a thin coating of structural adhesive as a primer layer on the mating surfaces of the vehicle and the new component.



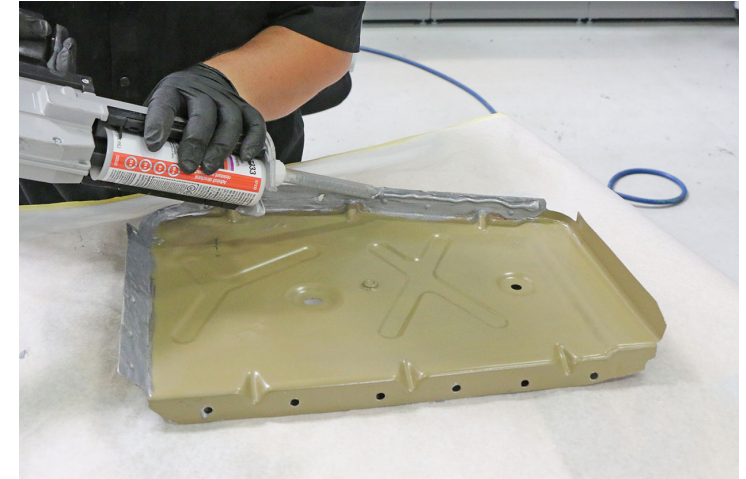
**NOTE:** Assembly must be performed while the primer layer is still wet. The drying time of the adhesive varies depending on temperature and humidity.





## Replacement

- 3 Apply structural adhesive (continued).
  - B While the primer layer is still wet, apply a bead of structural adhesive on top of the primer layer on the new component.



- 4 Install the new component.
  - A Put the new component into position.





## Replacement

4 Install the new component (continued).

B Insert the structural rivets and structural bulb rivets.

● Structural Rivet, 4.8 mm (x11 or x15)

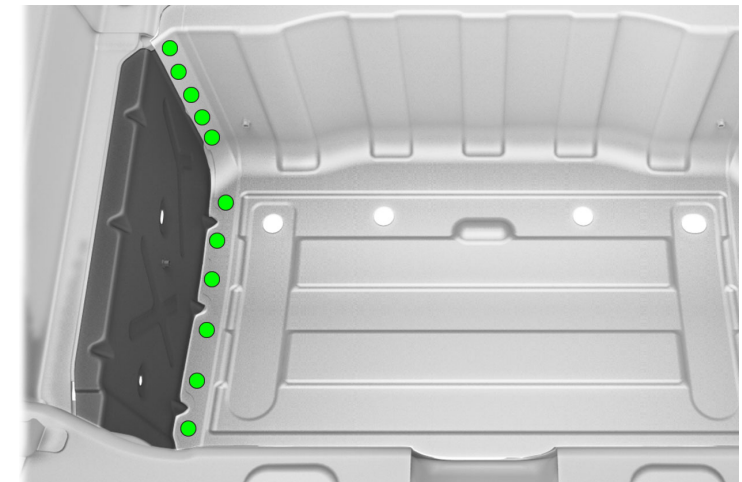
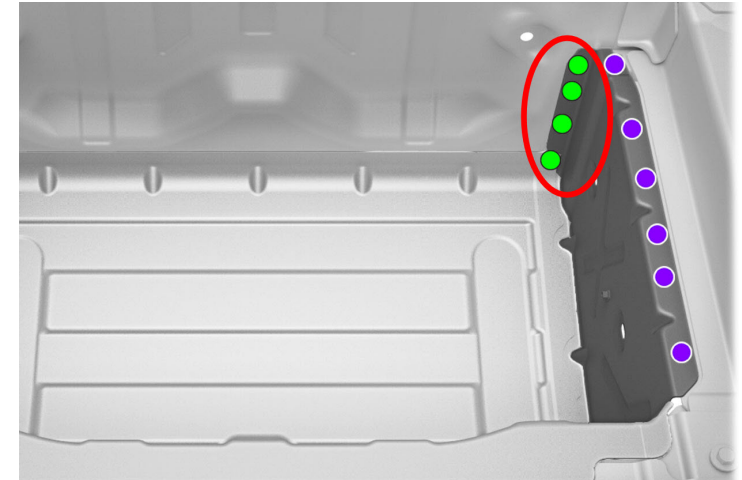
● Structural Bulb Rivet, 6.5 mm (x6)



**NOTE:** The rivets circled in red are inserted and installed from outside the vehicle. All other rivets are inserted and installed from inside the vehicle.



**NOTE:** If the Rear Body Panel has been removed, do not insert the rivets circled in red. These rivets are installed during the installation of the [Rear Body Panel](#).





## Replacement

- 4 Install the new component (continued).
- B Insert the structural rivets and structural bulb rivets (continued).



- C Install the structural rivets and the structural bulb rivets.





## Replacement

4 Install the new component (continued).

D If the Rear Body Panel has been removed: Clamp the area that is not secured with a fastener.



**NOTE:** A fastener is installed in this location during the installation of the [Rear Body Panel](#).

E Wipe off any excess adhesive.





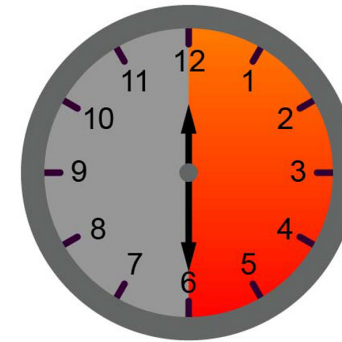
## Replacement

4 Install the new component (continued).

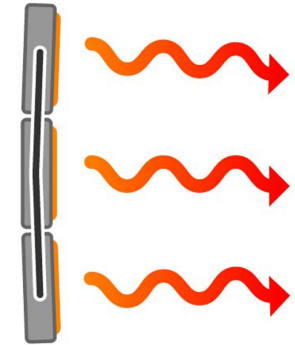
**F** Bake the structural adhesive so that the bonded panels reach a temperature of 60°C–80°C (140°F–176°F) for at least 30 minutes to achieve full strength.



**WARNING:** Do not allow the High Voltage Battery to reach a temperature above 74°C (165°F). Heating the High Voltage Battery above 74°C (165°F) for an extended period could result in injury to personnel and/or damage to the battery.



00:30:00+



60°C–80°C

5 Seal the seams in the factory locations, and as necessary.