



Epoxy & Acrylic Electrocoat:



Product Topcoating & Repair Procedures



Omaha Standard's LIMITED WARRANTIES regarding the paint finish and rust-through are conditional upon following these procedures. Failure to do so means the factory warranty will be void. It is important that the following paint procedures are followed when topcoating your Omaha Standard product to ensure lasting performance of your unit. This document supersedes all other Omaha paint instruction revisions.

Epoxy Electrocoat: Service bodies, Line bodies, HiRoof bodies, OSV's, Backmates, General bodies and Toolboxes have a factory applied PPG Epoxy Electrocoat primer over a galvanneal substrate. This electrocoat primer is designed to enhance topcoat adhesion and provide substantial corrosion protection. The factory LIMITED WARRANTY is conditional upon the primed body being painted with a quality, compatible topcoat.

Note: *Epoxy Electrocoat primer may exhibit varying degrees of "chalking" due to exposure to sunlight. This chalking is normal for an Epoxy primer and will not affect the performance of the primer surface if properly prepared prior to topcoating as per the following Topcoating Instructions.*

Acrylic Electrocoat: Heavy Duty Platforms, Super Duty Platforms, Stake Racks, Side Assemblies, Bulkheads and Badger Bodies, Eagle Lift Liftgates have a factory applied PPG Acrylic Electrocoat finish. This electrocoat finish is designed to be an extremely durable topcoat finish and will provide substantial corrosion protection. If the unit requires touch up or additional topcoat work it is important that the following paint procedures are followed. The factory LIMITED WARRANTY is also conditional upon the product being painted with a quality, compatible topcoat(see Approved Topcoat Materials section).

Surface Preparation & Topcoating Instructions For Epoxy & Acrylic Electrocoat:

1. Proper Cleaning: It is important that all grease, oils and road film contaminants are removed. Wash the unit using a near neutral detergent soap to remove all grease and oil from the surfaces. Then use a fresh water rinse to completely remove all soap residues. Blow off or wipe body to make sure all surfaces are completely dry. An alternative process is to use one of PPG's DX cleaners, such as PPG's SX10005 0.4 VOC Wax & Grease Remover or Delta® DX436 Wax & Grease Remover (apply wet and wipe dry to ensure the best possible cleaning). If using this alternative process, the body still needs to have a clean and dry surface free from grease, oil and films for proper topcoat adhesion.

2. Scuffing: The factory applied finish must be sanded/scuffed to ensure the adhesion of topcoats. First, sand minor imperfections as required including caulk, dirt, runs, etc. DA all reachable surfaces with 220 or lighter sandpaper. Hand scuff with a 3M #7447 Scotch-Brite™ Pad (maroon), or 320 grit (or lighter) all hard to reach remaining surfaces that will be topcoated. Ensure that all surfaces requiring topcoat are sanded and/or scuffed to a depth sufficient to remove any chalking if present. Sanding dust and/or chalking residue must be removed prior to spot repair or topcoating. Final part appearance is dependent on quality surface preparation. Use 180 grit for extreme chalk and two coat prime with MP-170 due to sand-track potential.

3. Sand Through, Bare Metal Areas & Repairs Prior to Topcoating: All sand through and bare metal areas need to be prepped and re-primed for proper topcoat adhesion. Clean the area following the procedures in step #1. Spot prime using an approved PPG primer such as PPG's DPLF Epoxy Primer or Delfleet® Evolution F3993, F3994, F3995 Epoxy Primer. Always follow manufacturer's specification sheets for preparation and flash off times of spot primed areas prior to topcoating.

4. Sealing (Optional but recommended): An additional step that can be taken to ensure topcoat adhesion is to spray the body prior to topcoating with an epoxy paint sealer like PPG Omni MP-170 grey or MP-171 white. This step will generally do a better job in promoting adhesion on hard to sand & scuff areas. DFT @ 1.0-1.5 Mils.

Note: Always use proper respiratory equipment when preparing and painting surfaces

5. Cleaning: All surfaces to be Topcoated must be free from all fugitive dust, environmental debris, and any foreign material prior to sealing or topcoating to ensure topcoat adhesion.

6. Topcoating: Follow topcoat manufacturer's procedures for application, mil thickness, surface temperature and equipment. Generally the body should be between 70 and 90 degrees Fahrenheit for proper adhesion. Be sure to use a quality topcoat, see below list of PPG products. Total dry film build should be adequate to ensure full hiding coverage.

Helpful Hints on Service Body Products: For ease of exterior painting application, close doors to first latch position, this allows for paint around door jamb so as not to create an overlap or missed area. Be sure to remove overspray from door seal with appropriate solvent on a soft cloth to ensure door seal integrity. Mask all surfaces that do not require topcoat.

7. Interior Compartments (Service Bodies Only): Interior compartments are factory primed and do not require top coating. Interior compartments include any area fully enclosed by a door. If top coating is required follow steps 1-5.

Note: Interior compartments will be subject to chalking if left without topcoat. This will not degrade the integrity of the epoxy primer.

8. Undercoat Inspection (If applied): The entire underside of Service bodies, Line bodies, HiRoof bodies, OSV's, Backmates and General bodies have been factory undercoated. Visually inspect the underside of the unit for any damage or exposed metal due to handling during shipping, loading or unloading. Repair damaged areas for the longevity of the service life of the unit. Undercoating material can be ordered from your Omaha Standard customer service representative.

Approved Topcoat Materials

The following are topcoat materials that are compatible with the epoxy electrocoat primer and acrylic finish. Selection of the PPG topcoat should be based upon VOC and color requirements.

- PPG Delfleet Evolution Polyurethane
 - FDG 5.0 Single Stage Polyurethane Enamel
 - FBC 5.0 Basecoat*
 - FDGH 3.5 Single Stage High Solids Polyurethane Enamel
 - FDGU 2.8 Single Stage Ultra High Solids Polyurethane Enamel
 - FDGH 3.5 High Solids Polyurethane Basecoat
 - FBCS 3.5 High Solids Basecoat - Fast
- PPG Deltron DBC BC/CC Urethane*
- PPG Concept DCC Acrylic Urethane

* If Deltron DBC or Delfleet FBC Basecoat is used, the appropriate hardener must be added to basecoat color.

For any questions concerning the materials listed above please contact PPG Automotive Refinish at: **1-800-647-6050**.

- **Exceptions:** Topcoat materials not listed must be endorsed by the materials Paint Supplier as equivalent in performance to above listed materials or be tested and approved as per OS Topcoat Performance Spec# OP-2125.

If you have any general questions in regard to this Topcoating Procedure please contact Omaha Standard at the following:

By phone: **1-800-279-2201**

By fax: **1-800-568-7444**

By email: OS@omahastd.com