



Paint Procedures



Omaha Standard's 6-year rust through warranty is conditional upon following these procedures or the factory warranty may be void. The warranty is also conditional upon the primed body being painted with a quality, compatible topcoat. Service bodies, backmates and toolboxes have a factory applied quality urethane primer over a galvanneal substrate. This primer is designed to enhance topcoat adhesion and provide substantial corrosion protection. It is important that the following paint procedures are followed when top coating your Omaha Standard product to ensure lasting performance of your unit. This document supercedes all other Omaha paint instructions revisions including the document in the installation manual.

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 or wipe body to make sure surfaces are completely dry. An alternative process is to use one of PPG's DX cleaners, such as DX394 Low VOC Cleaner or PPG's DX330 ACRYLI-CLEAN® (apply wet and dry wipe 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: First, sand minor imperfections as desired including caulk, dirt, runs, etc (caulking is sandable). The factory applied primer must be scuffed to ensure the best adhesion of topcoats. Hand scuff with a 3M#7447 Scotch Brite Pad (Gray), or 320 grit(or lighter), sand paper. Scuffing is necessary to dull the finish of the primer and to remove any primer texture prior to top coating and to give a fine profile for maximum topcoat adhesion. When scuffing is complete the body still needs to have 1.0 – 1.5 mils of primer.

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

3. Sand through and bare metal areas: Clean following the procedures in step #1. Spot prime using an approved PPG primer such as DPLF Epoxy Primer or PPG's DX1793 Etch Primer. Always follow manufacturers specifications sheets for preparation of spot primed areas prior to top coatings.

4. Top Coating: Follow topcoat manufacturers procedures for application, mil thickness, surface temperature and equipment. Be sure to use a quality topcoat, such as PPG Delfleet Evolution® or equal. Total dry mil build should be 3.5 mils or more (primer and top coat total mils). For ease of exterior painting application close doors to first latch position, this allows for paint around door jamb 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.

5. Interior compartments: Are factory primed and do not require top coating. If top coating is required follow steps 1-4.

6. Undercoat Inspection: The entire underside of the unit has 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 inside Omaha Standard service representative.