



CAB PAINT PROCEDURE

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Overview

The bare metal cab weldment is washed in an alkaline cleaner and phosphated to degrease and etch the surface. A primer is applied to ensure proper adhesion and corrosion protection. The top coat is a polyurethane paint for durability, scratch resistance, and gloss.

Pretreatment and Surface Prep

1. Cab and parts are ground and D/A sanded. Exposed edges are to be deburred.
2. Cab and parts are blown off.
3. Clean and treat metal, minimum 4 step process alkaline degrease, phosphate, and seal rinse.
 - Step 1: EnChem SteelPrep 400
 - Step 2: Soft water rinse (if automated washer is used)
 - Step 3: EnChem SteelPrep 300
 - Step 4 : Soft water rinse or EnChem UltraPrep 4000 (2% concentration)
4. Body filler, if required, is applied and worked per manufacturer's recommendations.

Prime

1. Cab and parts are blown off if body filler was applied.
2. Cab and parts are moved into the paint booth, blown off, and tacked before paint application.
3. Application of DuPont Colar Epoxy primer per manufacturer's recommendations. (Ref. Technical Data Sheet) DuPont P/N: 825P32760 and FGP32765 activator. 1.5 mil minimum after sanding (if sanding is required.)
 - Exception: Stainless Steel AND Aluminum substrates.
 - Step 1: MetaLok 235S/236S
 - Step 2: 825P32760/FGP32765
4. Bottom flanges of the cab base are to be top coated before being assembled to the deck.
5. Cab and parts are moved into an oven and forced dried.
6. Cab and parts are assembled, inspected, and sanded for painting (if sanding is required.)
7. Cabs are inspected, surface defects are repaired, and assembled to the deck.

Top Coat

1. Cab and parts are wiped down with a wax and grease remover and blown dry.
 2. Cab/Deck is, wiped, tacked, and top coated with polyurethane paint, 1.8-2.0 mil.
- Cab/Deck is inspected and shipped to Ottawa.

Notes:

1. CKD/SKD orders are to have the hood painted separate from the cab.