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Coding Information

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Title: Body and Chassis Paint Guidelines

Applies To: All Truck and Bus

DESCRIPTION

This general field guideline applies to all product lines produced at International Truck and Bus plants. Please note: This is a guideline.

- Common sense is to be used when applying these guidelines to the painted product. Customer perception, color and end-use must be considered prior to proceeding with warranty claims.
- Refer to the most recent Warranty Policy Letter regarding prior approval requirements.
- Attempt should be made to keep the original OEM paint surface for long-term durability before repainting with after-market material.
- Buffing and polishing dirt and defects is recommended before repainting.
- When properly performed, Fusor adhesive repairs are recommended over panel replacements.
- Damage due to rock chips and other normal wear and tear should be repaired in a timely manner to prevent the formation and propagation of corrosion across the rest of the panel. Progressive damage due to lack of proper maintenance is not considered to be a warrantable item.

PROCEDURE

GLAMOUR PAINT

TRUCK- The following truck surface areas should be inspected at the corresponding distances. All visible sunlight exposed surfaces must be covered by topcoat.

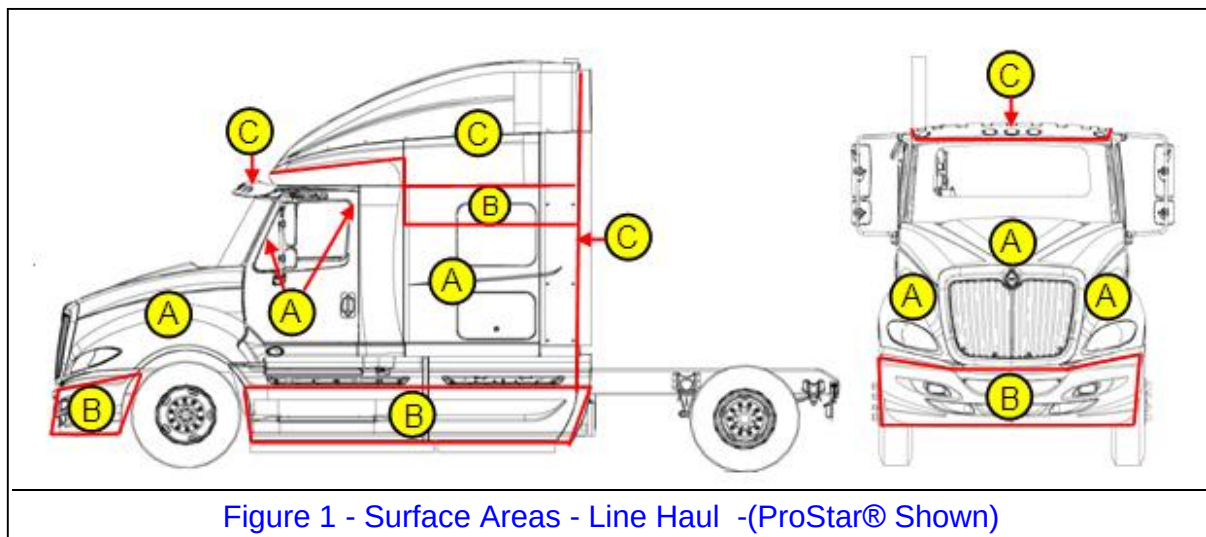
“A” Surface – or primary area - should be inspected at 4 – 6 feet (1.2 – 1.8m) distance. This area will include both sides of the standard cab or to the upper portion of the side window on a sleeper unit, all areas around the driver’s door and transition panels, hood sides, front to middle top of hood, and chassis skirts above the steps.

“B” Surface – or secondary area should be inspected at 6 – 8 feet (1.8 – 2.4m) distance. This area will include the upper portion of the side window to the drip molding, middle to back of hood, chassis skirts from top step to bottom of skirt, and painted front bumper.

“C” Surfaces should be inspected at 8 – 10 feet (2.4 – 3.0m) distance. This area includes the entire roof, back of cab, air dam, and return flanges.

“D” Surfaces include underside of hood, cab, sunshades, and aero devices. There are no requirements other than the underside of the sunshades and roof air deflectors have complete paint coverage.

See the following diagrams for specifics:



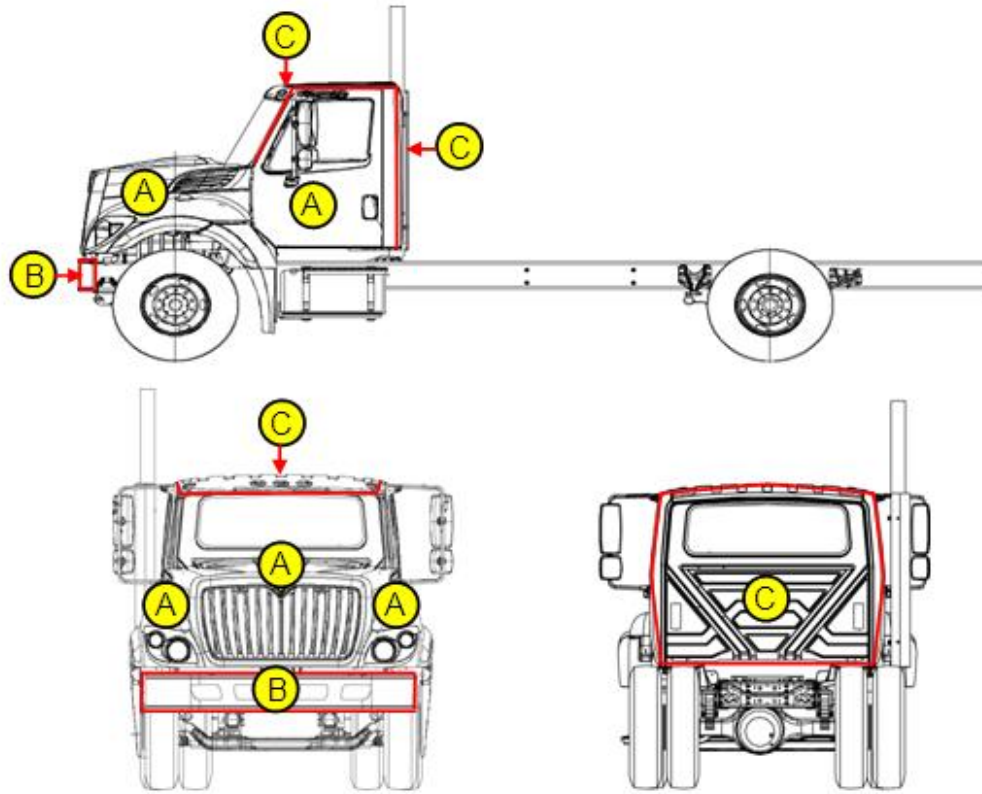


Figure 2 - Surface Areas - Day Cab -(WorkStar® Shown)

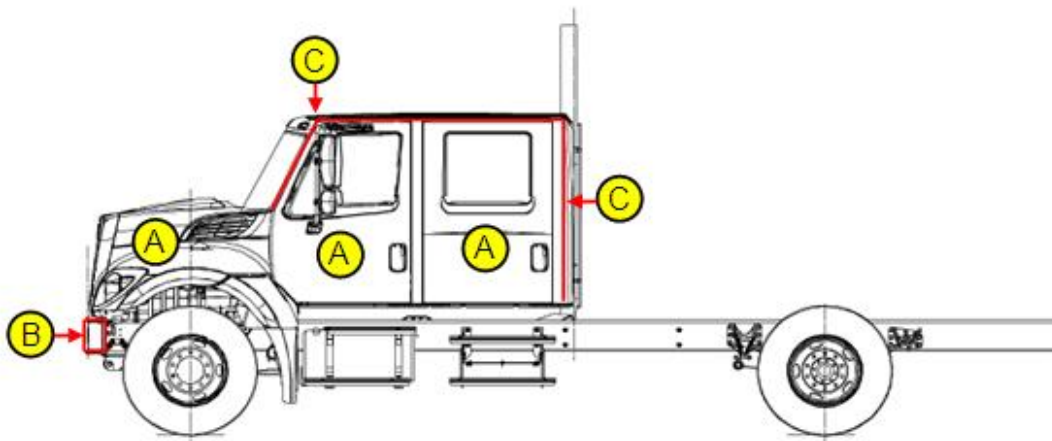


Figure 3 - Surface Areas - Crew Cab -(WorkStar® Shown)

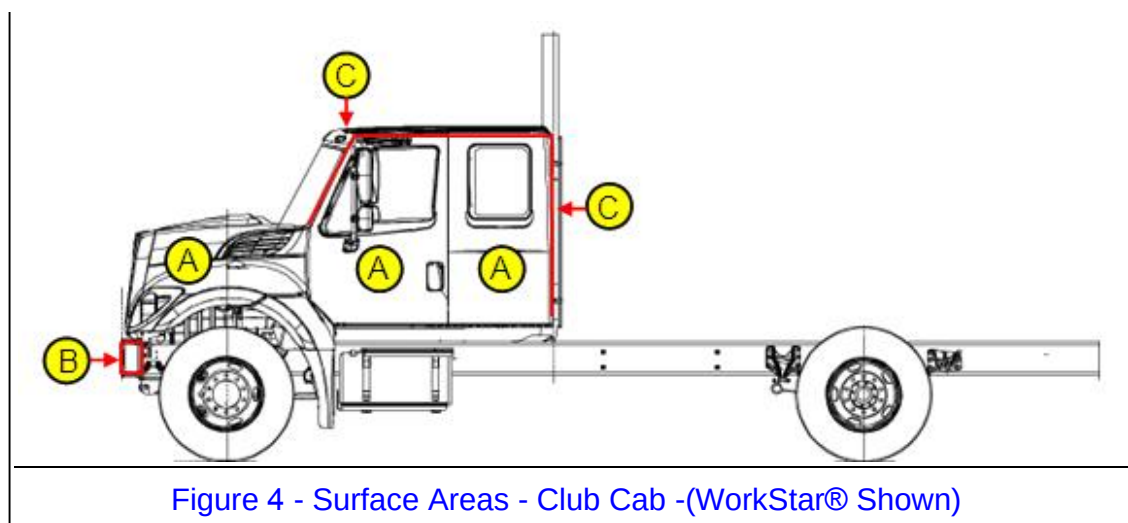


Figure 4 - Surface Areas - Club Cab -(WorkStar® Shown)

BUS- The following defines specific areas of the bus. The areas are defined based on visibility. Where appropriate, inspect from the corresponding distance or position.

“A” Surface – or primary area, should be inspected at 4 – 6 feet (1.2 – 1.8m) distance.

- Any access door or panel (electrical, battery, luggage, heater) and the area 1 inch (25mm) around the door
- Any painted decals
- Any special paint (i.e. streamers)

“B” Surface – or secondary area, should be inspected at 6 – 8 feet (1.8 – 2.4m) distance.

- Side exit door and rear exit door
- Roof from drip rail up to the first 18 inches (45cm)
- Above the seat rail as viewed from inside the bus

“C” Surfaces should be inspected at 8 – 10 feet (2.4 – 3.0m) distance.

- Below the seat rail. View from inside bus.
- External roof starting at 18 inches (45cm) above drip rail extending along bow to opposite side stopping at 18 inches (45cm) above drip rail. View from roof hatch.

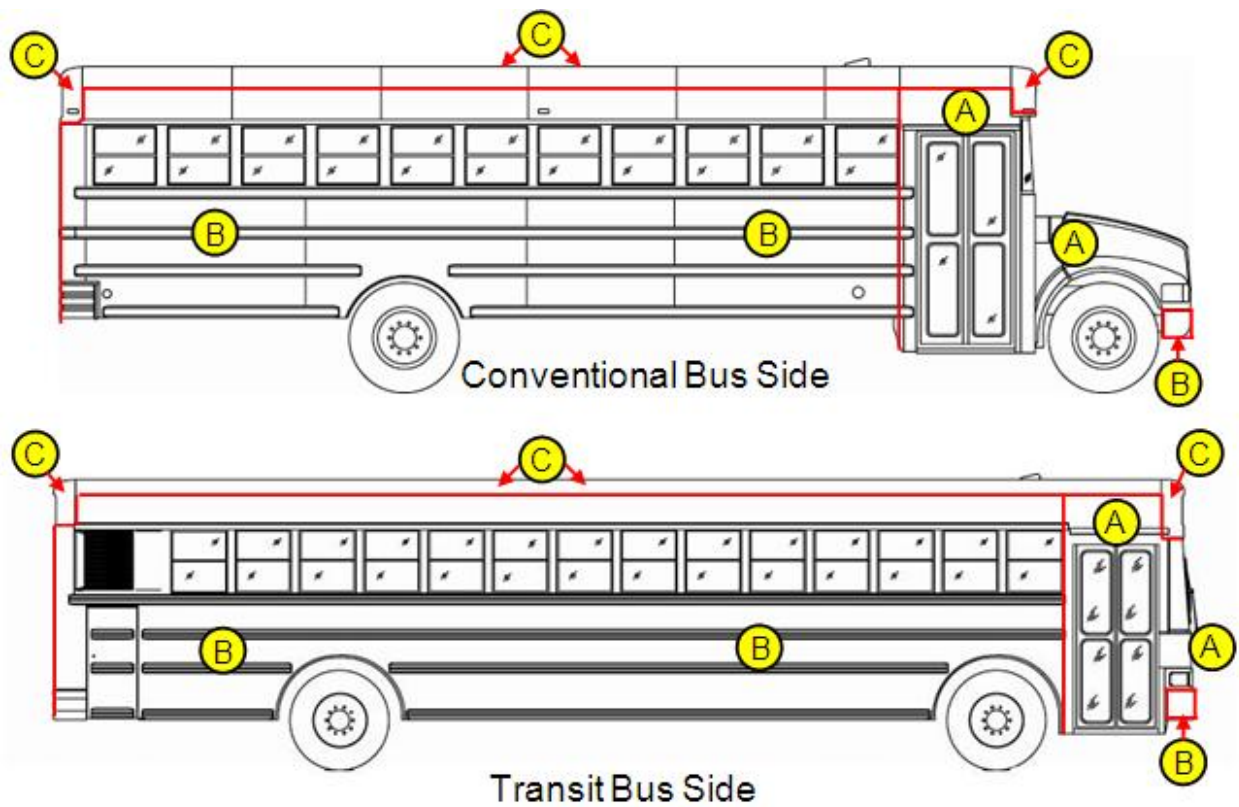


Figure 5 - Surface Areas - Bus- Side -(CE and RE Shown)

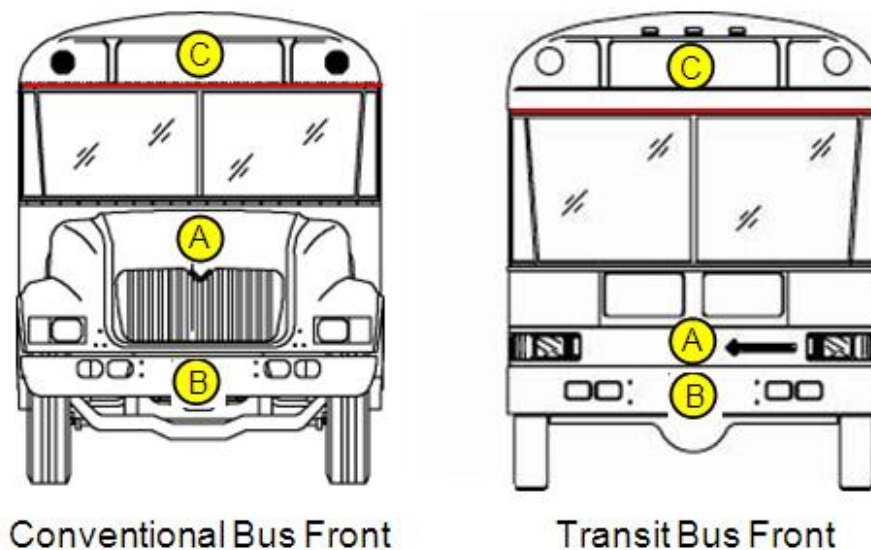


Figure 6 - Surface Areas - Bus- Front -(CE and RE Shown)

NOTE: All bus rear surfaces are “B” Surfaces except roof cap which is a “C” Surface.

General Appearance Inspection Characteristics – TRUCK/BUS

The truck or bus should be washed prior to inspecting for the following items:

Gloss /Orange Peel – should be a consistent level so as to not present a contrast of gloss or surface appearance between adjacent areas/panels.

Color Match – Cab, hood, fender extensions and skirting should have visual color match in bright daylight. Coverage will be complete to conceal all substrate/primer color.

Metallic Mottling - No Machine/Zebra stripes allowed. “Eye catching” mottling is not allowed on “A” or “B” Surfaces in bright daylight.

Repairs - There can be no evidence that the unit had paint repair. Visible over spray, shadows, tape marks or residue are not allowed. Multiple-tone units shall have clear crisp straight lines of demarcation from color to color.

Deep scratches – Exposed substrate in any area, large dings, dongs, and paint damage are not acceptable and must be repaired.

Thin Areas – For long-term reliability issues, thin (primer showing) areas on sunlight-exposed areas are not allowed.

Dings/Dongs, Mars/Marks, Bubbles/Craters, Sags/Runs, and Light Scratches – These items should not be repaired if they are not visible at the prescribed viewing distance per the definition of “A”, “B”, and “C” surfaces. These items should never be repaired on “D” surfaces.

Dirt/Fisheye – These items should not be repaired unless visible and excessive at the prescribed viewing distance per the definition of “A”, “B”, and “C” surfaces. Excessive is defined as 5 or more particles in a 6” (150mm) radius.

Chassis Paint Requirements

The chassis will be inspected for runs and sags, overspray, grind marks, poor or thin paint coverage and easy removal of the paint from substrate. The term “Chassis” will include all support areas, rails, fuel tanks, painted steps, wheels, and drive lines (when applicable).

Coverage – All visible areas of the frame must be covered. All colored frames must have adequate coverage to provide the appearance of proper color match throughout the body of the frame. Hubs must be covered with paint. No paint is allowed on the studs, back plate, or machined areas.

An important area is the side of the frame between trailer/box and cab.

Top flanges, lower flanges and outside of the web must be totally covered. Areas directly below the 5th wheel mounting and above the rear axles may have minimal coverage due to accessibility. Axles, hubs, yokes, and U-bolts shall have uniform coverage. Prop shafts and the outside of assembled yokes shall have uniform coverage over 360 degrees of rotation (due to inner bearings, it is recommended by the OEM supplier that driveline yokes are not to be degreased prior to topcoat application). No open thin areas are allowed. Areas behind hoses and brackets must be primed and some effort must be made to cover this area. Purchased 5th wheels are prepared for painting at the designated supplier; as a result International should not be responsible for premature corrosion/rust marks on the 5th wheels during presale. The fifth wheel ramp is welded after the frame is primed. A corrosion resistant primer is applied prior to the chassis topcoat application to prevent rust marks forming from the weld. Due to the function of the ramp and fifth wheel, continually touch-up after delivery by the customer is recommended. Bus undercoating must cover all exposed areas.

Runs/Sags – Sags on the open areas of the inside of the frame rails shall not exceed 6 inches (150mm) lineal and 2 inches (50mm) vertical in a 4-foot (1.2m) length. On 5th wheel units, the rear crossmember is to be free of sags and thin areas. Sags on the open area of the outside of the rails shall not have sags that exceed 3 inches (75mm) lineal and 2 inches (50mm) vertical and have no more than 1 crest. Sags on drivelines and axles are allowed if not excessive. Some sags may occur in hard to access areas and are allowed if not excessive. Horizontal surfaces of all steps shall not exhibit excessive paint, bubbles, crazing or pooling.

Overspray - All visible areas of the frame area must be free of overspray. Overspray inside the rail and less visible areas may be allowed if not excessive.

Marking - All top flanges and web shall be free of hose, drag marks and excessive marring. The manufacturing characteristics of rails in general cause scratching and some surface marks on the sides of the rail. These marks will be painted over and will not be repaired by sanding or metal finishing which may affect performance of the prime

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