

FLA COE
> FLB COE
> FLD Conventional
Business Class

FLC 112 Conventional
> Century Class Conventional
> Argosy COE
Cargo

Columbia
Condor
Coronado
Business Class M2

**Freightliner
Service Bulletin**

Description of Revisions: *This bulletin replaces the previous version dated January 2000. The title is changed; warranty conditions are clarified; the surface preparation and prime coat work instructions are modified; and DuPont® MetaLok®-CVP 250S™ pretreatment, 255S™ activator, Corlar® 934S epoxy primer and 936S activator are specified.*

General Information

A few aluminum cabs have developed some surface irregularities around the rivets. The surface repair procedure presented here is designed to correct this and prevent it from recurring.

IMPORTANT: In order for repairs made in accordance with this Service Bulletin to be considered for warranty reimbursement, the following conditions must be met:

- The repairs must be for paint non-adhesion issues.
- The vehicle must have been built at the Cleveland Truck Plant between July 7, 1996, and December 12, 1999.
- The vehicle must be within the basic warranty period.
- The repairs must be made in strict compliance with this Service Bulletin.
- The repairs must be made by a Dupont-certified repair facility.
- The repairs must be pre-approved by the Freightliner LLC Warranty Department **BEFORE** repairs are started.

CAUTION

Only experienced, qualified persons using proper equipment should attempt repainting or touch-up painting. Incorrect application of chemicals or paint could damage the surface or impair the finish.

Work Instructions

IMPORTANT: Use only the DuPont products specified in each step.

Surface Preparation

1. Wash and dry the cab with a mild detergent.
2. Remove exterior items as necessary on the panel being repaired.

WARNING

Paint stripper is toxic, and misuse may cause severe bodily harm. Follow all manufacturer's directions and use all recommended personal safety devices. Failure to follow the manufacturer's directions could cause severe personal injury.

CAUTION

Mask or cover all areas that will not be painted. Paint-stripping chemicals will remove all paint it comes in contact with, whether intended or not.

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3. Using paint stripper, strip paint to bare metal following manufacturer's instructions. The entire cab may be stripped if this enables faster re-finish time.
4. Sand the affected areas.
 - 4.1 Using no. 180 to 320 grit sandpaper, sand the affected or otherwise exposed areas on the aluminum skin (substrate). To clean rivets, use a 3M cleaning disc (p/n 051131-07410) or equivalent.
 - 4.2 Feather the edges by hand or with an oscillating sander (DA).
5. Sand the entire area to be painted. Using a sanding block and no. 400 sandpaper, remove the gloss to improve adhesion of the primer and topcoat.
6. Clean all cracks and surfaces with dry compressed air.
7. With paper and tape, mask all areas not to be painted.
8. Using a clean cloth soaked with DuPont 3939S lacquer and enamel cleaner, remove any further contaminants. Wipe all surfaces with a clean, dry cloth.
9. Using a tack cloth, wipe all surfaces to be painted.
10. Prime all bare metal and feathered areas with DuPont MetaLok-CVP 250S pretreatment.
 - 10.1 Thoroughly mix 1 part MetaLok-CVP 250S pretreatment with 1 part 255S activator. Shake prior to mixing.
 - 10.2 No additional reducing or induction time is required. Initial viscosity is approximately 9 to 11 seconds in a no. 3 Zahn cup. Do not apply 235S material to the substrate if the ambient temperature is below 50°F (10°C) or above 110°F (43°C). The mixture has a potlife of 8 hours at 70°F (21°C).
 - 10.3 Pressure pot or siphon application is recommended with a 1.1 to 1.4 mm tip size. Set the air pressure at the spray gun at 50 to 60 psi (345 to 415 kPa). For pressure feed systems, set the fluid delivery at 10 to 14 ounces (295 to 415 mL) per minute.
 - 10.4 Apply using a quick cross-coat technique from top to bottom, then from side to side. Each coat should be medium-wet with no flash between coats. Dry film thickness is recommended at 0.6 to 0.8 mil (15 to 20 μm).
11. Clean the equipment immediately after use with DuPont 3602S™ lacquer thinner.
12. Paint should be dry to the touch in 10 minutes at 77°F (25°C) and 50% relative humidity, and ready for primer application in 30 minutes. MetaLok-CVP may be force dried after a 10-minute purge time, for 15 minutes at 140°F (60°C).
13. Make sure all areas that are not to be painted are masked with paper and tape. Prime immediately.

Prime Coat

WARNING

Wear a positive-pressure, supplied-air, vapor and particulate respirator approved by NIOSH or MSHA (TC-19C) when mixing or spraying primer or topcoat, and until the work area has been exhausted of all vapor and spray mist. Breathing paint vapor or spray mist can cause personal injury.

1. Clean all cracks and surfaces with dry compressed air.
2. Using a tack cloth, wipe all the surfaces to be painted.

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3. Prime all bare metal and feathered areas with DuPont Corlar 934S epoxy primer.
4. Thoroughly mix 5 parts Corlar 934S epoxy primer with 1 part 936S activator. Shake prior to mixing.
5. No additional reducing or induction time is required. Initial viscosity is 13 seconds in a no. 3 Zahn cup. Do not apply 934S material to the substrate if the ambient temperature is below 50°F (10°C) or above 110°F (43°C).
6. Corlar 934S builds at a rate of approximately 0.8 to 1.0 mil (20 to 25 μm) wet, per pass, with recommended gun setup.
7. Pressure pot or siphon application is recommended. Set the air pressure at the spray gun at 50 to 60 psi (345 to 415 kPa). For pressure feed systems, set the fluid delivery at 10 to 14 ounces (295 to 415 mL) per minute.
8. Apply using a cross-coat technique from top to bottom, then from side to side. Each coat should be medium-wet with no flash between coats.
9. Spray one or two coats to give a dry film thickness of 0.8 to 1.8 mil (20 to 45 μm).
10. Clean the equipment immediately after use with DuPont 3602S lacquer thinner.
11. Paint should be dry to the touch in 1 hour at 77°F (25°C) and 55% relative humidity, or after force drying for 30 minutes at 140 to 180°F (60 to 82°C).

Topcoat

WARNING

Wear a positive-pressure, supplied-air, vapor and particulate respirator approved by NIOSH or MSHA (TC-19C) when mixing or spraying primer or topcoat, and until the work area has been exhausted of all vapor and spray mist. Breathing paint vapor or spray mist can cause personal injury.

To ensure proper gloss, durability, and color-matching of the enamel, use only Imron® 5000 on panels that were previously painted with Imron 5000, and use only Imron 6000 on panels painted with Imron 6000.

To determine the correct paint number for color-matching any original finish on a vehicle, refer to the paint specification on the vehicle specification decal. Refer to the vehicle driver's manual for the location of the decal.

1. Stir the enamel thoroughly.
2. Mix three parts Imron 5000 or Imron 6000 polyurethane enamel with one part of DuPont 193S or 194S activator. No further reduction is necessary for application.

NOTE: The pot life is about 2 to 4 hours at 70°F (21°C) unless an accelerator is added.

3. If faster curing time is desired, add DuPont 389S fast-dry accelerator. Add up to 2 ounces (60 mL) to 1 gallon (3.8 L) of activated material.
4. Mix thoroughly and strain.

NOTE: The viscosity of the mixture is about 9 to 15 seconds in a no. 3 Zahn cup, depending on the color. Adding reducer could affect the color match on some metallics.

5. Set the air pressure at the spray gun at 60 to 65 psi (410 to 450 kPa). For pressure feed systems, set the fluid delivery at 12 to 16 ounces (350 to 470 mL) per minute.
6. Apply the topcoating.

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- 6.1 Hold the spray gun about 10 to 12 inches (25 to 30 cm) from the surface.
- 6.2 Spray one medium-wet coat over the primed area.
- 6.3 Allow 5 to 10 minutes drying time between each application. Do not sand.
- 6.4 For Imron 5000, apply a second medium-wet coat. Extend the second coat beyond the edge of the first coat to provide the correct taper and avoid a visible ring. A third medium-wet coat may be needed for good coverage of some colors.

For Imron 6000, mix three parts DuPont 3440S or 3480S clear with one part DuPont 193S or 194S activator. Apply one clear coat.
7. To air dry, allow 2 to 4 hours if DuPont 389S accelerator is used, and 6 to 8 hours if no accelerator is used.

To force dry, wait 15 minutes following the application of the final topcoat, then dry for 30 minutes at 140 to 180°F (60 to 82°C).
8. To prevent tape marking, remove all masking tape and paper immediately after the final coat is applied. Avoid contacting the freshly painted surface with masking paper.
9. Clean the equipment immediately after use with DuPont 3602S lacquer thinner or 8685S reducer.

Recoating or Decorating

Two-toning, striping, or lettering may be applied in 4 to 6 hours if DuPont 389S accelerator is used. Wait 10 to 12 hours if no accelerator is used.

Decals may be applied in 12 to 16 hours if DuPont 389S accelerator is used. Wait 24 hours if no accelerator is used.

For topcoats cured over 72 hours, scuff-sand with no. 400 grit sandpaper and wipe with a clean tack cloth before recoating, striping, lettering, or applying decals.

Parts

DuPont products are available through a local DuPont supplier.

Warranty

In order for repairs made in accordance with this Service Bulletin to be considered for warranty reimbursement, the following conditions must be met:

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