

COLLISION REPAIR INFORMATION

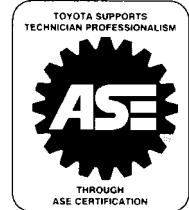
FOR THE TOYOTA DEALER

TITLE: PAINT GUIDE AND REPAIR PROCEDURES PAGE 1 of 8

SECTION: REFINISH BULLETIN #46

MODELS: ALL

DATE: FEBRUARY 1992



This bulletin provides information about the different types of paint film and recommended repair procedures. The actual number of refinish paint coat applications will vary depending upon the pigment, metallic and mica flakes or the use of a clear coat which can be determined by the paint code on the vehicle. In order to properly make these repairs, the technician must:

Step 1.

Locate the paint code on the vehicle.

Step 2.

Reference the paint guide for paint code, model and paint type on page 2.

Step 3.

Verify paint type on page 4.

Step 4.

Reference the recommended repair procedure according to the type of paint on pages 5–8.

1992 TOYOTA PAINT GUIDE

COLOR CODE	MODEL APPLICATION												PAINT TYPE
	TER	COR	CAM	CRS	CLC	SUP	MR2	PSE	PRV	4RN	TRC	LND	
040													1
041													1
045													1
046													3
049													3
050													1
147													2A
176													2B
179													2A
181												2-tone	2A
182													2A
183													2A
187													2A
192													2A
202													1
205													2A
3E5													1
3H4													2A
3H7													1
3H8													2B
3J7													2A
3J8													2A
3J9													2A
3K1													2B
3K2													2A
3K3													2B
3K4													2A
3K5													2A
3K9													2A
4J1													2B
4K1													2A
4K9													2B
4L6													2A
4L8													2A
567													1
6J7													2A
6L3													2A
6L6													2A
6M1													2

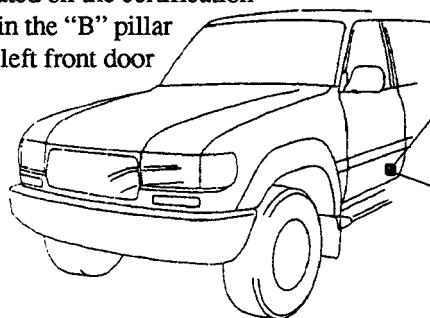
2-tone = 2-TONE COLOR ONLY

1992 TOYOTA PAINT GUIDE

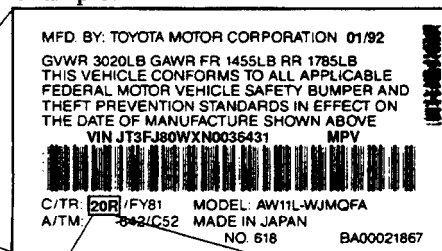
COLOR CODE	MODEL APPLICATION												PAINT TYPE
	TER	COR	CAM	CRS	CLC	SUP	MR2	PSE	PRV	4RN	TRC	LND	
746													2A
747													2A
749													2A
869													2A
8E3													2A
8E8													2A
8G2													2A
8G6													2A
8H4													2
8H5													2A
8H8													2A
8J1													2A
8J2													2A
8J3													2A
8J4													2B
8J6													2A
8J7													2A
923													2A

IDENTIFIER	COLOR CODE	TWO TONE – MODEL APPLICATION											PAINT TYPE
20R	181&3H4												2A
25T	3J8&179												2A
26P	181&183												2A
26T	8E8&8J7												2A
27L	179&147												2A
27P	4K1&4L6												2A
27T	3K4&3K9												2A

Paint Code or Color Identifier is located on the certification label in the "B" pillar or on left front door shell.



Example:



If the vehicle is painted completely in one color, the PAINT CODE is shown here.

If the vehicle is two tone, the COLOR IDENTIFIER is shown here.

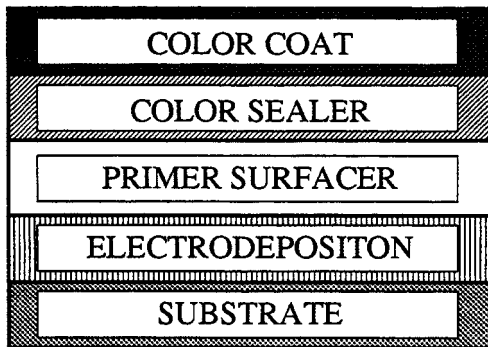
COLOR IDENTIFIERS are decoded using the chart above.
 For example: Identifier 20R = paint codes 181 & 3H4
 1st paint code (181) is upper body color
 2nd paint code (3H4) is accent body color

PAINT FILM CROSS SECTIONS

PAINT TYPE #1

Solid Color – Non Clear Coat

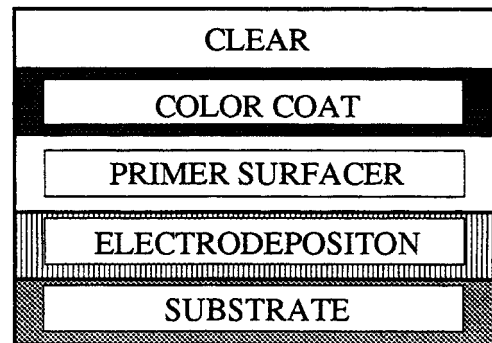
Codes: 040, 041, 045, 050, 202, 3H7, 567



PAINT TYPE #2A

Metallic or Mica Color–Clear Coat

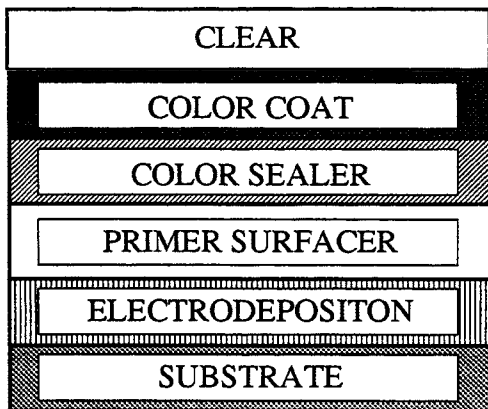
Codes: 147, 179, 181, 182, 183, 187, 192, 205, 3H4, 3J7, 3J8, 3J9, 3K2, 3K4, 3K5, 3K9, 4K1, 4L6, 4L8, 6J7, 6L3, 6L6, 6M1, 746, 747, 749, 869, 8E3, 8E8, 8G2, 8G6, 8H4, 8H5, 8H8, 8J1, 8J2, 8J3, 8J6, 8J7, 923,



PAINT TYPE #2B

Metallic or Mica Color – Clear Coat

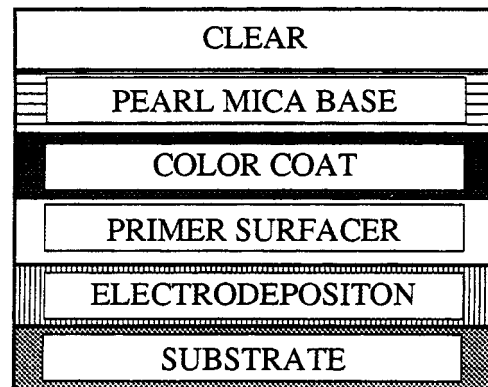
Codes: 176, 3H8, 3K1, 3K3, 4J1, 4K9, 8J4



PAINT TYPE #3

Pearl Mica Color – Clear Coat

Codes: 046, 049



**APPLICATION PROCESS FOR PAINT TYPE #1
(Single Stage Paint)**

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Apply primer–surfacers following manufacturer’s recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).	Use a high quality 2 component primer–surfacers. Use of a tintable primer sealer may increase top coat hiding.
COLOR SEALER	Application of UNDERCOAT	Follow manufacturer’s recommendations.	Sanding not necessary. Follow manufacturer’s recommended dry time.
COLOR COAT	Application of COLOR TOP COAT	Use a spray–out panel to verify color match. Match texture to surrounding panels. Apply according to paint manufacturer’s recommendation.	Apply only urethane color coats. To reduce orange peel, use the four following steps: <ul style="list-style-type: none"> • Use slower evaporating solvent. • Use higher air pressure for better atomization. • Decrease spray gun travel speed. • Decrease spray gun distance to the panel.
	DRYING	Allow proper flash time <i>before</i> forcing drying.	Allow panels to cool down naturally to room temperature before sanding or polishing.
	SANDING	Color sanding of the top coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet).	Use clean water with a mild detergent for abrasion resistance. Periodically check sanding progress with a squeegee.
	POLISHING	If necessary, finish the paint film so the adjacent panels have matching texture and luster.	Allow 24 hours dry time. Use a non–aggressive polishing system that eliminates any imperfections.
	EVALUATING	Evaluate your repair with the unrepaired portions of the vehicle.	Customer Satisfaction: If you can see a difference, so will the customer.

**APPLICATION PROCESS FOR PAINT TYPE #2A
(Two Stage Paint)**

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturer's recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).	Use a high quality 2 component primer-surfacer. Use of a tintable primer sealer may increase top coat hiding.
COLOR COAT	Application of COLOR TOP COAT	Use a spray-out panel to verify color match. Spray two full wet coats according to instructions. Use air pressure appropriate to conditions.	Do not over reduce with solvent. Use slowest dry solvent shop conditions will allow.
CLEAR COAT	Application of CLEAR TOP COAT	Match texture to surrounding panels using paint manufacturer's recommendations.	To reduce orange peel, use the four following steps: <ul style="list-style-type: none"> • Use slower evaporating solvent. • Use higher air pressure for better atomization. • Decrease spray gun travel speed. • Decrease spray gun distance to the panel.
	DRYING	Allow proper flash time before forced drying.	Allow panels to cool down naturally to room temperature before polishing procedures are started (normally 24 hours).
	SANDING	Color sanding of the top coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet).	Use clean water with a mild detergent for abrasion resistance. Periodically check sanding progress with a squeegee.
	POLISHING	If necessary, finish the paint film so the adjacent panels have matching texture and luster.	Use a non-aggressive polishing system that eliminates any imperfections.
	EVALUATING	Evaluate your repair with the unrepaired portions of the vehicle.	Customer Satisfaction: If you can see a difference, so will the customer.

**APPLICATION PROCESS FOR PAINT TYPE #2B
(Two Stage Paint)**

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturer's recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).	Use a high quality 2 component primer-surfacer. Use of a tintable primer sealer may increase top coat hiding.
COLOR SEALER	Application of UNDERCOAT	Follow manufacturer's recommendations.	Sanding not necessary after recommended dry time.
COLOR COAT	Application of COLOR TOP COAT	Use a spray-out panel with clear to verify color match. Spray two full wet coats according to instructions. Use air pressure appropriate to conditions.	Do not over reduce with solvent. Use slowest dry solvent shop conditions will allow.
CLEAR COAT	Application of CLEAR TOP COAT	Match texture to surrounding panels using paint manufacturers recommendations.	To reduce orange peel, use the four following steps: <ul style="list-style-type: none"> • Use slower evaporating solvent. • Use higher air pressure for better atomization. • Decrease spray gun travel speed. • Decrease spray gun distance to the panel.
	DRYING	Allow proper flash time before forcing drying.	Allow panels to cool down naturally to room temperature before polishing procedures are started (normally 24 hours BEFORE polishing).
	SANDING	Color sanding of the top coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet).	Use clean water with a mild detergent for abrasion resistance. Periodically check sanding progress with a squeegee.
	POLISHING	If necessary, finish the paint film so the adjacent panels have matching texture and luster.	Use a non-aggressive polishing system that eliminates any imperfections.
	EVALUATING	Evaluate your repair with the unrepaired portions of the vehicle.	Customer Satisfaction: If you can see a difference, so will the customer.

**APPLICATION PROCESS FOR PAINT TYPE #4
(Base Color/Pearl Mica Coat/Clear Coat)**

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturer's recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).	Use a high quality 2 component primer-surfacer. Use of a tintable primer sealer may increase top coat hiding.
COLOR COAT	Application of COLOR TOP COAT	Apply urethane top coats only. Follow paint manufacturer's recommendation. Manually sand with 600 grit sandpaper (wet).	<i>Do not over reduce with solvent.</i>
PEARL/MICA	Application of PEARL/MICA TOP COAT	Follow paint manufacturer's recommendations.	Use spray out panel before applying pearl to vehicle.
COLOR COAT	Application of CLEAR TOP COAT	Apply ONLY urethane clear coats. Apply according to paint manufacturer's recommendation.	Paint viscosity should follow paint supplier recommendations. To reduce orange peel, use the four following steps: <ul style="list-style-type: none"> • Use slower evaporating solvent. • Use higher air pressure for better atomization. • Decrease spray gun travel speed. • Decrease spray gun distance to the panel.
	DRYING	Allow proper flash time before forced drying.	Allow panels to cool down naturally to room temperature before polishing procedures are started.
	SANDING	If necessary, use 1500 grit Wet Sand to smooth out orange peel.	Sand with extreme caution so as not to expose base color coat on body character lines.
	POLISHING	If necessary, finish the paint film so the adjacent panels have matching texture and luster.	Use a non-aggressive polishing system that eliminates any imperfections.
	EVALUATING	Evaluate your repair with the unrepaired portions of the vehicle.	Customer Satisfaction: If you can see a difference, so will the customer.