COLLISION REPAIR INFORMATION

FOR THE TOYOTA DEALER

TITLE: PAINT GUIDE AND REPAIR PROCEDURES

SECTION: REFINISH BULLETIN #62

MODELS: ALL

DATE: DECEMBER 1994

TOYOTA SUPPORTS TECHNICIAN PROFESSIONALISM
ASE
THROUGH ASE CERTIFICATION

The following information includes details about 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 using the attached information and the paint code on the vehicle. In order to achieve an acceptable repair, the technician must:

Step 5. Locate the paint code on the vehicle.

Step 6. Reference the paint guide for paint code, model and paint type on page 2.

Step 7. Verify paint type on page 4.

Step 8. Reference the recommended repair procedure according to the type of paint on pages 6–10.

1995 TOYOTA PAINT CODES, APPLICATIONS AND PAINT TYPES

MODEL APPLICATION														
PAINT CODE	TER	PAS	COR	CAM	AVL	CEL	MR2	SUP	PRV	4RN	TAC	T100	L–C	PAINT TYPE
040														1
041														1
045														1
051														4
1A0	NEW	NEW												2A
1A1														2A
1A2														2A
1A6														2A
179														2A
183														2A
187														2A
191									NEW					2A
193														2A
196														2A
199														2A
202														1
204											NEW			2A
205														2A
3E5														1
3H4														2A
3H7														1
3H8														2A
3J6														1
3J7														2B
3K3														2A
3K4											NEW			2A
3K9														2A
3L2														3
3L3	NEW	NEW												2A
4K9														2A
4M4											NEW			2A
4M9														2A
576														1
6L3														2A
6M1														2A
6M3														2B
6M8														2A
6N1			NEW											2A
6N7	NEW	NEW												2A
6N8	NEW													2A
746														2A
750									NEW					2A
751														2A
752														2A

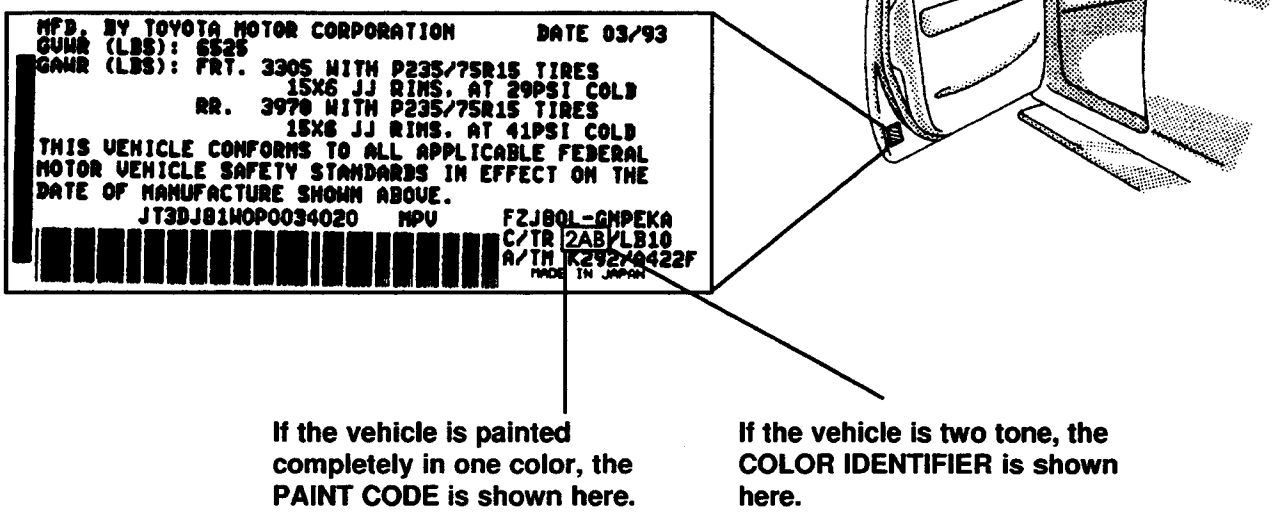
1995 TOYOTA PAINT CODES, APPLICATIONS AND PAINT TYPES (cont'd)

MODEL APPLICATION														
PAINT CODE	TER	PAS	COR	CAM	AVL	CEL	MR2	SUP	PRV	4RN	TAC	T100	L–C	PAINT TYPE
753														2A
754											NEW			2A
8J8														2A
8K0	NEW												NEW	2A
8K1			NEW											2A
8K2														2A
8K6											NEW			2A
8K9		NEW				NEW								2A
923			NEW											2A
927														2A

TWO–TONE COMBINATIONS														
PAINT CODE		TER	PAS	COR	CAM	CEL	MR2	SUP	PRV	4RN	TAC	T100	L–C	PAINT TYPE
2AB	1A5&1A6												NEW	2A/2A
2AC	6M1&1A6												NEW	2A/2A
27X	751&6M3													2A/2A
28X	196&202													2A/1

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.

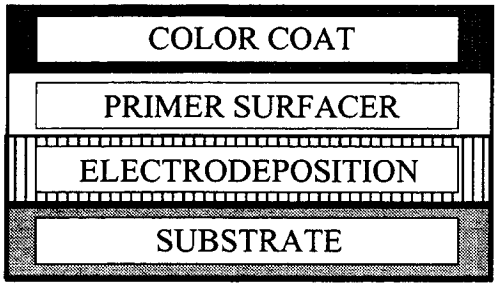
For Example: Identifier 2AB = paint codes 1A5 & 1A6
1st paint code (1A5) is upper body color
2nd paint code (1A6) is accent body color

PAINT FILM CROSS SECTIONS

PAINT TYPE #1

Solid Color – Non Clear Coat

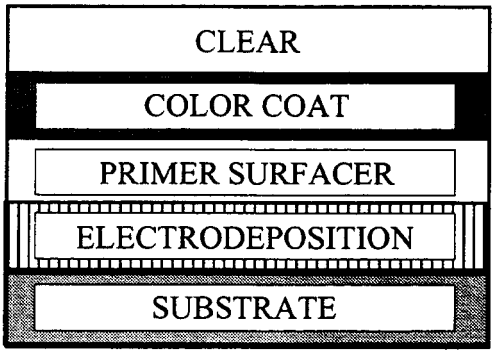
Codes: 040, 041, 045, 202, 3E5, 3H7, 3J6, 576



PAINT TYPE #2A

Metallic or Mica Color – Clear Coat

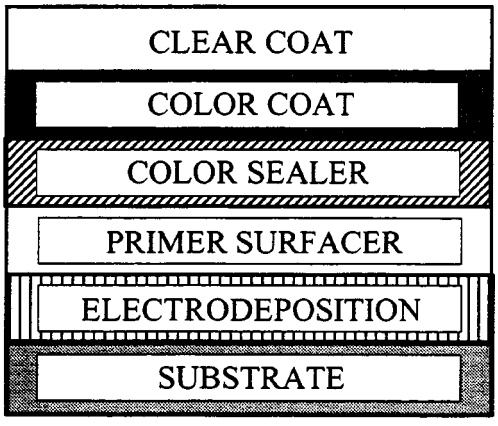
Codes: 1A0, 1A1, 1A2, 1A6, 179, 183, 187, 191, 193, 196, 199, 204, 205, 3H4, 3H8, 3K3, 3K4, 3K9, 3L3, 4K9, 4M4, 4M9, 6L3, 6M1, 6M8, 6N1, 6N7, 6N8, 746, 750, 751, 752, 753, 754, 8B6, 8E3, 8J8, 8K0, 8K1, 8K2, 8K6, 8K9, 923, 927, 2AB, 2AC, 27X, 28X



PAINT TYPE #2B

Metallic or Mica Color – Clear Coat

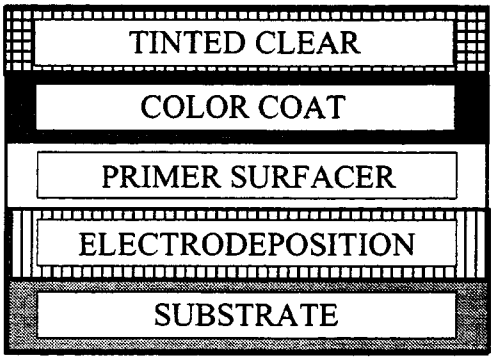
Codes: 3J7, 6M3



PAINT TYPE #3

Solid Color – Tinted Clear Coat

Codes: 3L2

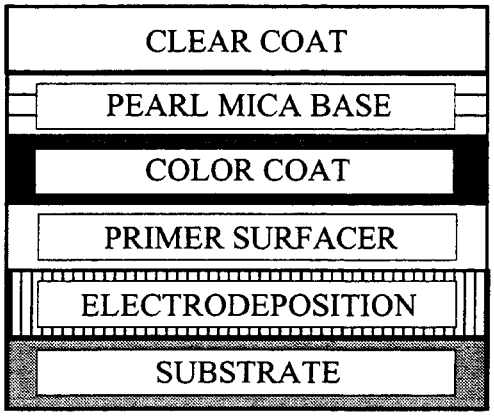


PAINT FILM CROSS SECTIONS

PAINT TYPE #4

Three Stage Paint

Codes: 051



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

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Apply primer–surfacer following manufacturers 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 manufacturers recommendations.	Sanding not necessary. Follow manufacturers 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: • 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 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 lustre.	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 Without Color Sealer)

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturers 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 manufacturers recommendations.	To reduce orange peel, use the four following steps: • 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 lustre.	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 With Color Sealer)

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturers 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 is not necessary after recommended dry time.
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 manufacturers recommendations.	To reduce orange peel, use the four following steps: • 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 lustre.	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 #3 (Two Stage Paint With Tinted Clear Coat)

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturers 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 manufacturers recommendation. Manually sand with 600 grit sandpaper (wet).	***Do not over reduce with solvent.***
TINTED CLEAR	Application of TINTED CLEAR COAT	Follow manufacturer's recommendations.	Use spray out panel before applying paint to vehicle.
CLEAR COAT	Application of CLEAR TOP COAT	Apply ONLY urethane clear coats. Apply according to paint manufacturer recommendations.	Paint viscosity should follow paint supplier recommendations. To reduce orange peel, use the four following steps: • 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	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 lustre.	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 (Three Stage Paint)

MATERIAL	PROCESS	SEQUENTIAL OPERATION PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturers 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 CLEAR COAT	Apply urethane top coats only. Follow paint manufacturers recommendation. Manually sand with 600 grit sandpaper (wet).	***Do not over reduce with solvent.***
PEARL MICA	Application of PEARL/MICA MID COAT	Follow manufacturer's recommendations.	Use spray out panel before applying paint to vehicle.
CLEAR COAT	Application of CLEAR TOP COAT	Apply ONLY urethane clear coats. Apply according to paint manufacturer recommendations.	Paint viscosity should follow paint supplier recommendations. To reduce orange peel, use the four following steps: • 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	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 lustre.	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.**