

# COLLISION REPAIR INFORMATION

## FOR THE TOYOTA DEALER

TITLE: REFINISH PROCEDURES FOR PANELS  
WITHOUT BODY LINES

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SECTION: REFINISH BULLETIN #65

MODELS: ALL

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Late model Toyota vehicles offer eye-pleasing customer appeal associated with leading edge technology. As body styles continue to get smoother and more aerodynamic, refinish technicians face difficult decisions in meeting customer expectations when refinishing smooth panels without body lines.

Historically, refinish technicians used a technique called “solvent blending” on areas without character or body lines. This system worked well on old technology thermoplastic/thermoset finishes. However, vehicles today utilize more sophisticated paints applied at the factory that do not lend themselves to this type of repair procedure. The reason is simple; the bond between the OEM finish and the newly applied refinish paint cannot “blend” or “melt” into one another.

Problems directly attributed to solvent blending are:

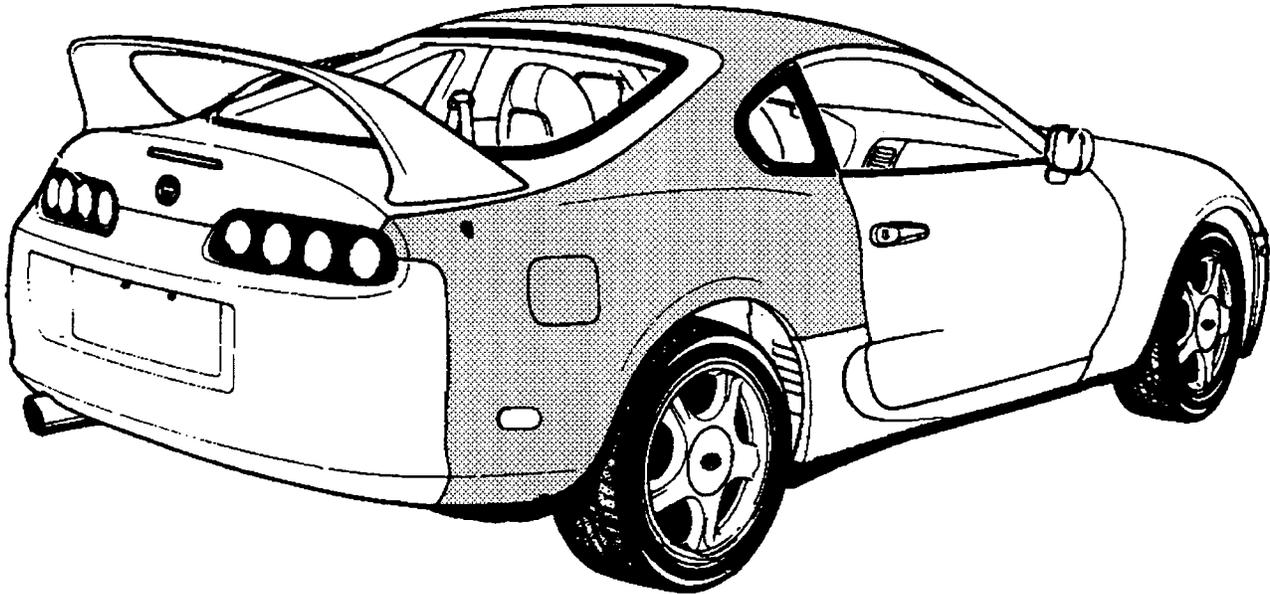
- **peeling** (caused by poor adhesion between the OEM and refinish coat)
- **visible paint lines** (caused by polishing, buffing or detailing the thin resin area)
- **complying with legislation** (volatile organic compound (VOC) regulations prohibit solvent blending in many areas).

To meet this challenge, and maintain environmental compliance, Toyota recommends the following procedure for restoring your customer’s vehicle to pre-accident condition:

- Remove moldings from the panel as well as any adjacent panel.
- Mask the vehicle as usual to prevent overspray.
- Chemically clean the vehicle prior to any spray application.
- Apply base color coat to the spot repair site.
- Spray into the adjacent panel as necessary for an undetectable color match.
- Apply the first coat of urethane clear coat to the repair site only.
- For a two clear coat system, spray only the second coat to the end of the panel.
- For a three clear coat system, spray only the final coat to the end of the panel.

## WITHOUT BODY LINES (cont'd)

The process is fundamentally the same for refinishing any panel, but the professional difference is where the application of the clear coat ends. Spraying the final full coat insures maximum adhesion, ultra-violet sunlight protection and is environmentally safer. Over-reduced clear coats, used during a solvent blend, **can not** provide the same level of high quality repairs.



As the illustration above shows clearly, no body lines exist, so applying the last coat of clear to the nearest panel edge is necessary. However, if a character or body line does exist, using a method known as reverse taping is recommended. This procedure is well known in the automotive refinishing industry.

Toyota provides two additional informational resources:

- Advanced Painting Techniques—a self-study video-based training package (part number 00415-10004) containing a 20 minute video, technician reference guide, job aid and a wall poster.
- Fundamental Painting Procedures—particularly pages 3-49. This is an excellent overall guide to painting.