

# COLLISION REPAIR INFORMATION

## FOR THE TOYOTA DEALER

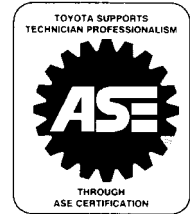
TITLE: PAINT GUIDE AND REFINISH PROCEDURES

PAGE 1 of 9

SECTION: REFINISH BULLETIN #71

MODELS: ALL

DATE: JULY 1996



The following guide describes paint types as they relate to paint code and specific model type, along with recommended refinish procedures. In order to carry out an acceptable repair the technician must:

- Locate the paint code on the vehicle.
- Reference the paint guide for paint code, model and paint type.
- Verify paint type on page 4.
- Reference the recommended refinish procedure according to the paint type as listed on pages 5–9.

The actual number of paint coats may vary depending upon pigment, metallic, pearl mica flakes and application techniques.

### 1996 TOYOTA PAINT CODES, MODEL AND PAINT TYPES

COLOR CODE	TER	PAS	COR	CAM	AVL	CEL	SUP	PRV	RAV	4RN	TAC	T100	L-C	PAINT TYPE
040														1
041														1
045														1
051														4
056										NEW				1
1A0														2A
1A1										NEW				2A
1A2														2A
1A5										NEW				2A
1A6														2A
183						NEW								2A
191														2A
193														2A
196														2A
199														2A

1996 TOYOTA PAINT CODES, MODEL AND PAINT TYPES (cont'd)

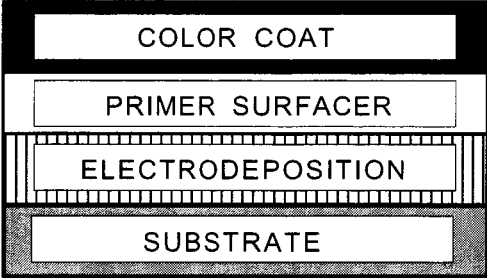
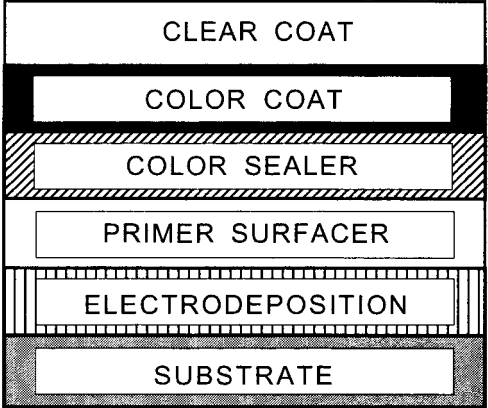
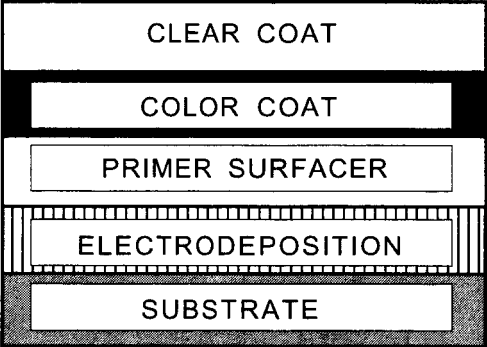
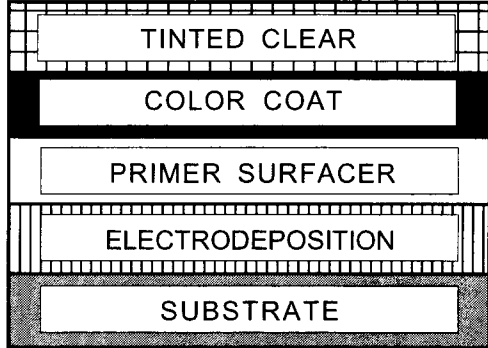
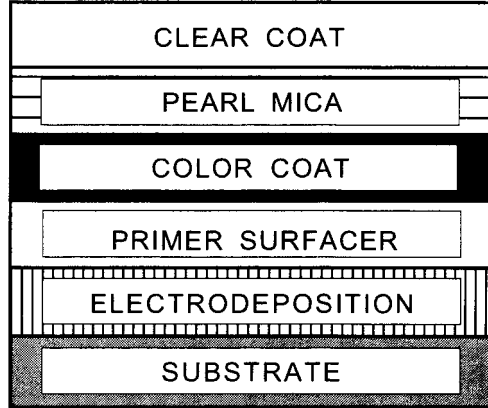
COLOR CODE	TER	PAS	COR	CAM	AVL	CEL	SUP	PRV	RAV	4RN	TAC	T100	L-C	PAINT TYPE
202														1
204														2A
205			+											2A
3E5														1
3E6									3DR					1
3H4														2A
3H7														1
3H8														2A
3J6				++										1
3J7														2B
3J8									5DR					2A
3K4										NEW		NEW		2A
3L2														3
3L3				NEW										2A
4K9														2A
4M4														2A
4M9			NEW											2A
6L3														2A
6M1			NEW											2A
6M3														2A
6N1														2A
6N5														2A
6N7														2A
6N8														2A
6P2				NEW										2A
6P3							NEW							2A
750														2A
751														2A
752														2A
754														2A
756		NEW				NEW								2A

**NOTE:**

+ Not available on Wagon

++ Available on Coupe only



PAINT TYPE #1	PAINT TYPE #2B
<p><b><u>Solid Color – Non Clear Coat</u></b></p> <p><b>Codes: 040, 041, 045, 056, 202, 3E5, 3E6, 3E7, 3H7, 3J6, 28x(202)</b></p> 	<p><b><u>Metallic or Mica Color – Clear Coat</u></b></p> <p><b>Codes: 3J7</b></p> 
PAINT TYPE #2A	PAINT TYPE #3
<p><b><u>Metallic or Mica Color – Clear Coat</u></b></p> <p><b>Codes: 1A0, 1A1, 1A2, 1A5, 1A6, 183, 191, 193, 196, 199, 204, 205, 3H4, 3H8, 3J8, 3K4, 3L3, 4K9, 4M4, 4M9, 6L3, 6M1, 6M3, 6N1, 6N5, 6N7, 6N8, 6P2, 6P3, 750, 751, 752, 754, 756, 8B6, 8E3, 8K0, 8K1, 8K4, 8K6, 8K8, 8K9, 8L6, 8L7, 923, 925, 926, 927, 2AB (1A5/1A6), 2AC (6M1/1A6), 27X (751/6M3), 28X (196), 28Y (4M7)</b></p> 	<p><b><u>Solid Color – Tinted Clear Coat</u></b></p> <p><b>Codes: 3L2</b></p> 
PAINT TYPE #4	
<p><b><u>Three Stage Paint</u></b></p> <p><b>Codes: 051, 28Y (051)</b></p> 	

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

MATERIAL	PROCESS	PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Apply primer surfacer following manufacturer's recommendation. Sand after recommended dry time.	Use a high quality 2K (two component) primer surfacer. Use of a tintable primer/sealer will increase top coat hiding and coverage.
COLOR COAT	Application of COLOR TOP COAT	Use a spray out panel to verify color match. Match paint texture to surrounding panels. Follow manufacturer's application procedures and specifications.	Apply only urethane-type topcoats. Select the appropriate reducer, adjust the air pressure and determine the spray technique best suited for the job.
	DRYING	Allow proper flash time between coats and prior to force drying.	Allow panels to cool to room temperature before sanding or polishing.
	SANDING	Sanding of the topcoat can be performed, if necessary, with 1500–2000 grit sand paper (wet).	Use clean water with a mild car wash soap for abrasion resistance. Soak sand paper for at least 1 hour prior to use (preferably overnight). Never remove more than 0.5 mil of top coat during the sanding process.
	POLISHING	Polish using the appropriate materials designed to polish urethane-type refinish coatings.	Use a low speed polisher (1800 rpm or less) with the appropriate polishing pads and polish materials.
	EVALUATING	Evaluate your repair by comparing it to an unrepaired section of the vehicle. Your repair should match the texture and luster of the original factory finish.	<b><i>Customer Satisfaction: If you see a difference, so will the customer.</i></b>

**REFINISH PROCESS FOR PAINT TYPE #2A  
(Two Stage Paint Without Color Sealer)**

MATERIAL	PROCESS	PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDER COAT	Apply primer surfacer following manufacturer's recommendation. Sand after recommended dry time.	Use a high quality 2K (two-component) primer surfacer. Use of a tintable primer/sealer will increase top coat hiding and coverage.
COLOR COAT	Application of COLOR COAT	Use a spray out panel to verify color match. Spray until hiding is achieved.	Do not over reduce. Select the appropriate reducer, adjust the air pressure and determine the spray technique best suited for the job.
CLEAR COAT	Application of CLEAR TOP COAT	Match clear coat texture to surrounding panels. Apply clear coat according to paint manufacturer recommendations.	Use only urethane type clear coats. Select the appropriate reducer, adjust air pressure and determine the spray technique best suited for the job.
	DRYING	Allow proper flash time before force drying.	Allow panels to cool to room temperature before sanding or polishing.
	SANDING	Sanding of the clear coat can be performed, if necessary, with 1500–2000 grit sand paper (wet).	Use clean water with a mild car wash soap for abrasion resistance. Soak sand paper for at least 1 hour prior to use (preferably overnight). Never remove more than 0.5 mil of top coat during the sanding process.
	POLISHING	Polish using the appropriate materials designed to polish urethane-type refinish coatings.	Use a low speed polisher (1800 rpm or less) with the appropriate polishing pads and polish materials.
	EVALUATING	Evaluate your repair by comparing it to an unrepaired section of the vehicle. Your repair should match the texture and luster of the original factory finish.	<b><i>Customer Satisfaction: If you see a difference, so will the customer.</i></b>

**REFINISH PROCESS FOR PAINT TYPE #2B  
(Two Stage Paint With Color Sealer)**

MATERIAL	PROCESS	PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Apply primer surfacer following manufacturer's recommendation. Sand after recommended dry time.	Use a high quality 2K (two component) primer surfacer. Use of a tintable primer/sealer will increase top coat hiding and coverage.
COLOR SEALER	Application of TINTED SEALER	Follow manufacturer's recommendations.	Follow paint manufacturer's specifications regarding application and dry time.
COLOR COAT	Application of COLOR COAT	Use a spray-out panel to verify color match. Follow manufacturer's application procedures and specifications.	Do not over-reduce. Use the slowest solvent shop conditions will allow.
CLEAR COAT	Application of CLEAR COAT	Match clear coat texture to surrounding panels. Apply clear coat according to paint manufacturers recommendations.	Use only urethane type clear coats. Select the appropriate reducer, adjust air pressure and determine the spray technique best suited for the job.
	DRYING	Allow proper flash time between coats and prior to force drying.	Allow panels to cool to room temperature before sanding or polishing.
	SANDING	Sanding of the clear coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet).	Use clean water with a mild car wash soap for abrasion resistance. Soak sand paper for at least 1 hour prior to use (preferably overnight). Never remove more than 0.5 mil of top coat during the sanding process.
	POLISHING	Polish using the appropriate materials designed to polish urethane-type refinish coatings.	Use a low speed polisher (1800 rpm or less) with the appropriate polishing pads and polish materials.
	EVALUATING	Evaluate your repair by comparing it to an unrepaired section of the vehicle. Your repair should match both texture and luster of the original factory finish.	<b>Customer Satisfaction: If you see a difference, so will the customer.</b>

**REFINISH PROCESS FOR PAINT TYPE #3  
(Two Stage Paint With Tinted Clear Coat)**

MATERIAL	PROCESS	PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Follow paint manufacturer's recommendation. Sand after recommended dry time.	Use a high quality 2K (two component) primer surfacer. Use of a tintable primer/sealer will increase top coat hiding and coverage.
COLOR COAT	Application of COLOR TOP COAT	Apply color coat until coverage is achieved. Follow paint manufacturer's recommendation.	Do not over reduce. Select the appropriate reducer, adjust the air pressure and determine the spray technique best suited for the job.
TINTED CLEAR COAT	Application of TINTED CLEAR COAT	Follow paint manufacturer's recommendation.	Use a spray-out panel to verify color match.
CLEAR COAT	Application of CLEAR TOP COAT	Match clear coat texture to surrounding panels. Apply clear coat according to paint manufacturer's recommendation.	Use only urethane-type clear coats. Select the appropriate reducer, adjust air pressure and determine the spray technique best suited for the job.
	DRYING	Allow proper flash time between force drying.	Allow panels to cool to room temperature before sanding or polishing.
	SANDING	Sanding of the clear coat can be performed, if necessary, with 1500-2000 grit sandpaper (wet).	Use clean water with a mild car wash soap for abrasion resistance. Soak sand paper for at least 1 hour prior to use (preferably overnight).
	POLISHING	Polish using the appropriate materials designed to polish urethane-type refinish coatings.	Use a low speed polisher (1800 rpm or less) with the appropriate polishing pads and polish materials.
	EVALUATING	Evaluate your repair by comparing it to an unrepaired section of the vehicle. Your repair should match both texture and luster of the original factory finish.	<b>Customer Satisfaction: If you see a difference, so will the customer.</b>



**REFINISH PROCESS FOR PAINT TYPE #4  
(Three Stage Paint)**

MATERIAL	PROCESS	PROCEDURE	IMPORTANT POINTS
PRIMER SURFACER	Application of UNDERCOAT	Apply primer surfacer following manufacturer's recommendation. Sand after recommended dry time.	Use a high quality 2K (two component) primer surfacer. Use of a tintable primer/sealer will increase top coat hiding and coverage.
COLOR COAT	Application of COLOR COAT	Use a spray-out panel to verify color match. Apply basecoat until coverage is achieved. Wait between coats for flash off.	Match the colorcoat <b>first</b> in order to obtain the best color match. Do not over-reduce with solvent.
PEARL MICA	Application of PEARL/MICA MID-COAT	Follow paint manufacturer's recommendation.	Use a spray out panel or a pearl let-down panel to determine how many coats of pearl will be needed to match the factory finish.
CLEAR COAT	Application of CLEAR COAT	Apply only urethane-type clear coats. Apply according to paint manufacturer's recommendation.	Paint viscosity should follow paint supplier recommendations.
	DRYING	Allow proper flash time before force drying.	Allow panels to cool to room temperature prior to sanding or polishing.
	SANDING	Sanding of the clear coat can be performed, if necessary, with 1500-2000 grit sandpaper (wet).	Use clean water with a mild car wash soap for abrasion resistance. Soak sand paper for at least 1 hour (preferably overnight) prior to use.
	POLISHING	Polish using the appropriate materials designed to polish urethane-type refinish coatings.	Use a low speed polisher (1800 rpm or less) with the appropriate polishing pads and polish materials.
	EVALUATING	Evaluate your repair by comparing it to an unrepaired section of the vehicle. Your repair should match both texture and luster of the original factory finish.	<b>Customer Satisfaction: If you see a difference, so will the customer.</b>