

FLA COE
FLB COE
FLD Conventional

Business Class
FLC 112 Conventional
Century Class Conventional

Argosy COE
Cargo
> Columbia

Freightliner
Service Bulletin

General Information

On some Columbia vehicles, the primer on the lower side of the fairings is peeling. Using the following procedure, dealers can paint over the primer to match the fairing topcoat.

To determine the correct paint number for color-matching any original finish on the vehicle, refer to the paint specification on the vehicle specification decal. The decal is attached to the inside of the sliding storage/waste drawer in the cab. The primer is DuPont® Flex Prime 373P23290 (Silhouette Gray).

CAUTION

Multiple repaints may result in topcoat failure. More than three or four repaints may create a paint-film buildup that exceeds 5 mils in thickness. Cracking and delamination may occur.

Prepare for Topcoating

1. Wash the entire side fairing panel with mild detergent. Dry with a clean, lint-free cloth.

WARNING

Solvents are flammable. Keep them away from heat, sparks, and open flame. Keep the container closed. Use only with adequate ventilation. Avoid breathing the vapor, or headache, nausea, and impaired reaction time and coordination may result.

2. Clean the area to be repaired with DuPont 3939 S solvent and quickly wipe the surface with a clean, lint-free cloth before the solvent dries. Remove all traces of wax, polish, grease, and silicones.

IMPORTANT: Do not remove the prime coat with excessive sanding.

3. Scuff the area being repaired with no. 320 grit or finer sandpaper, or a 3M Scotch-Brite® or similar non-iron abrasive pad. Be careful not to sand through the prime coat to the substrate.
4. Remove the sanding dust. Use the same solvent and wipe-on, wipe-off method used earlier to clean the area.
5. Mask all areas that will not be painted.
6. Clean all cracks and surfaces with dry compressed air.
7. Using a tack cloth, wipe all surfaces to be painted.

NOTE: It is not necessary to apply a prime coat to the fairing unless the original primer was sanded through and the substrate is exposed.

Topcoating the Primed Area

Apply a topcoat to cover the gray primed area. For a good match, it may be necessary to topcoat the entire side fairing, particularly when applying metallic enamel.

WARNING

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

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1. Mix the Imron 5000 polyurethane enamel.
 - 1.1 Stir the Imron 5000 enamel thoroughly.
 - 1.2 Mix three parts Imron 5000 base color with one part DuPont 193 S or 194 S activator. No further reduction is necessary for application.
 - 1.3 Mix thoroughly and strain.
 2. 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.
 3. For metallic topcoats only, apply one coat of DuPont 500 S urethane clear.
 - 3.1 Mix eight parts of 500 S urethane with one part 193 activator.
 - 3.2 Reduce the activated 500 S urethane mixture 50 percent with 8685 S reducer.
 - 3.3 Apply a medium-wet coat of the reduced 500 S urethane over the entire repair area, and well beyond where the color will be applied.
 - 3.4 Flash 3 minutes before applying the Imron 5000 topcoat.
 4. Apply the solid color or metallic topcoating.
 - 4.1 Hold the spray gun about 10 to 12 inches (25 to 30 cm) from the surface.
 - 4.2 Spray one medium-wet coat over the primed area.
 - 4.3 Flash 5 to 10 minutes.
 - 4.4 Apply a second medium-wet coat. Extend the spray area slightly to taper the edge and avoid a visible ring.
 - 4.5 A third medium-wet coat may be needed for good coverage of some colors. Allow each coat to flash before applying the next coat.
- NOTE: A mist coat of five parts of color to three parts of 8022 S is recommended when applying metallics. Hold the gun about 18 inches (45 cm) from the surface.
5. Blend the repair area into the OEM finish.
 - 5.1 Lower the air pressure to 15 to 20 psi (100 to 140 kPa) at the spray gun.
 - 5.2 Empty the spray cup and refill it with DuPont 8022 S reducer or a blend of 8022 S and 8093 S.
 - 5.3 Carefully blend the edge of the repair with even coats to melt in the overspray.
 - 5.4 Spray one or two medium coats of the reducer over the entire area.
 - 5.5 If a haze appears around the edge after the reducer has dried, lightly rub the edge with DuPont 1500 S one-step polish.
 6. To air dry, allow 2 to 4 hours if DuPont 389 S 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 coat, then dry for 30 minutes at 140 to 180°F (60 to 82°C).
 7. 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.
 8. Clean the equipment immediately after use with DuPont 3602 S lacquer thinner or 8685 S reducer.

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Parts Availability

DuPont products are available through the local DuPont supplier.

Warranty

Normal warranty applies. When submitting claims, refer to this service bulletin by number in the story of the claim. Use the damage code and repair time information in **Table 1**.

Damage Code and Time Guide Information			
Damage Code	Operation Number	Description	Time
782-000436677	980-5005A	Side Fairing Assembly, Chassis, Complete One-Color, Refinishing, Both Sides	5.0 hours

Table 1, Damage Code and Time Guide Information