



## Service Information System

Shutdown SIS

Previous Screen

Welcome: chrismk2

◀ Product: NO EQUIPMENT SELECTED  
Model: NO EQUIPMENT SELECTED  
Configuration: NO EQUIPMENT SELECTED

### Service Magazine

**2013/09/19**

Media Number -SEPD1667-00

Publication Date -19/09/2013

Date Updated -19/09/2013

i05434245

## Body and Chassis Paint Guidelines {7000}

SMCS - 7000

### On Highway Truck:

**CT660 (S/N: TGA1-UP; TGD1-UP; TJD1-UP; TEJ1-UP; TRK1-UP; TKL1-UP; TEM1-UP; TEP1-UP; TGR1-UP; TGS1-UP; TJS1-UP; TGT1-UP; TGW1-UP; TSW1-UP; TEY1-UP; TSY1-UP; TEZ1-UP; TGZ1-UP)**

This general field guideline applies to all CT660 Vocational Trucks for paint/body inspection.

**Note:** This document is a guideline.

- Common sense is to be used when applying these guidelines to the painted product. Customer perception, color, and end-use must be considered prior to proceeding with warranty claims.
- Attempt should be made to keep the original OEM paint surface for long-term durability before repainting with after-market material.
- Buffing and polishing dirt and defects is recommended before repainting.
- When properly performed, Fusor adhesive repairs are recommended over panel replacements.
- Damage due to rock chips and other normal wear and tear should be repaired in a timely manner. These timely repairs prevent the formation and propagation of corrosion across the rest of the panel. Progressive damage due to lack of proper maintenance is not considered to be a warrantable item.

## Glamour Paint Procedure

The following truck surface areas should be inspected at the corresponding distances. All sunlight exposed surfaces must be covered by a topcoat. Refer to Illustration 1 for surface callouts.

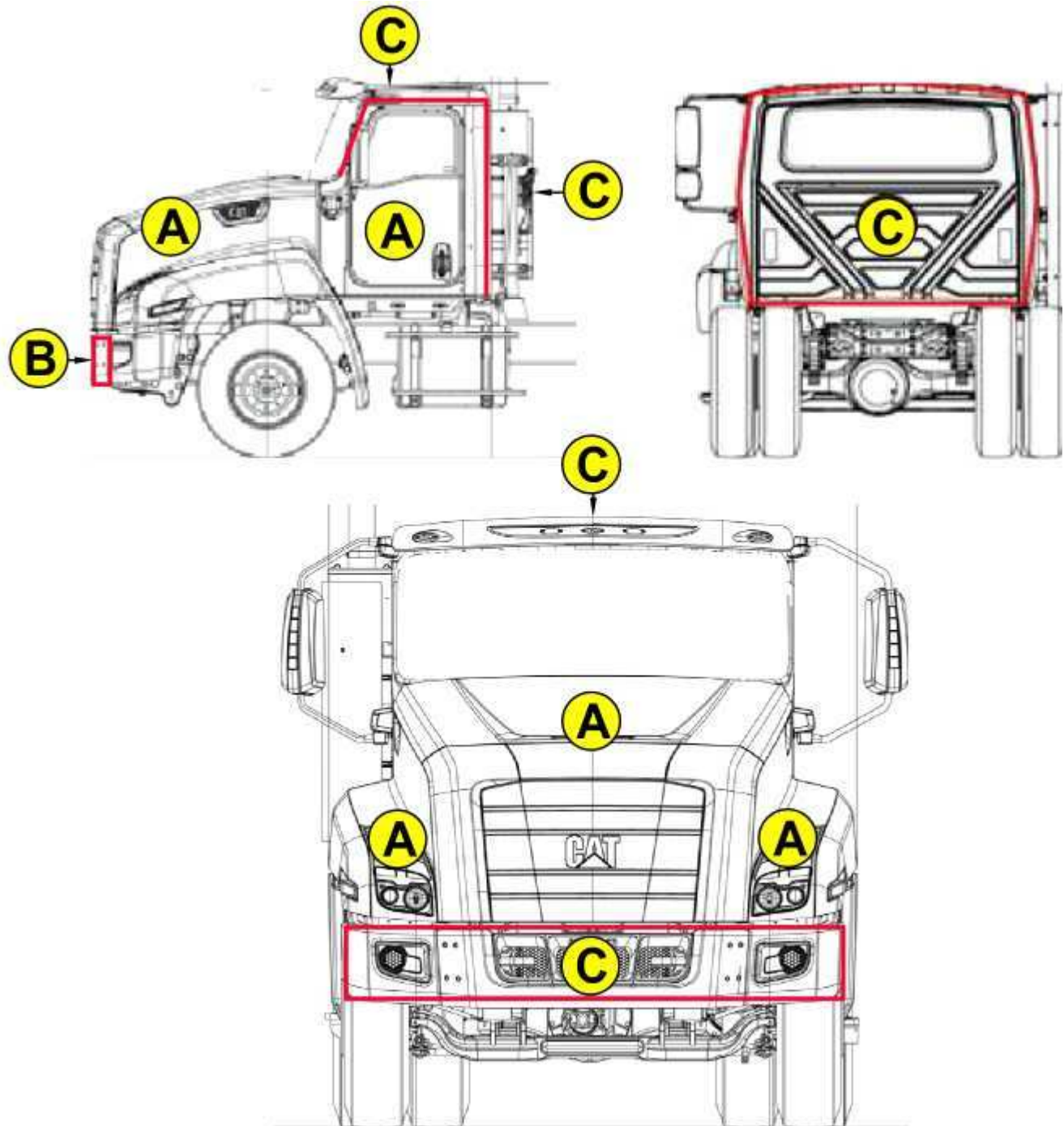


Illustration 1

g03.

Day cab surface areas

### **"A" Surface (Primary Area)**

This area should be inspected at 1.2 - 1.8 m (4 - 6 ft). This area will include the following areas:

- Both sides of the standard cab
- All areas around the drivers doors and transition panels
- Hood sides
- Front to middle top of hood
- Chassis skirts above the steps

### **"B" Surface (Secondary Area)**

This area should be inspected at 1.8 - 2.4 m (6 - 8 ft). This area will include the following areas:

- Upper portion of the side window to the drip molding
- Middle to back of the hood
- Chassis skirts from top step to bottom of skirt
- Painted front bumper

### **"C" Surface**

This area should be inspected at 2.4 - 3.0 m (8 - 10 ft). This area will include the following areas:

- Entire roof
- Back of cab
- Air dam
- Return flanges

### **"D" Surface**

This area will include the following areas:

- Underside of the hood
- Sunshades
- Aero devices

The only requirements are that the underside of the sunshades and the roof air deflectors have complete paint coverage.

## **General Appearance Inspection Characteristics**

**Note: The truck should be washed prior to inspecting the following items:**

### **Gloss/Orange Peel**

Should be a consistent level to prevent a contrast of gloss or surface appearance between adjacent areas/panels.

### **Color Match**

Cab, hood, fender extensions, and skirting should have visual color match in bright daylight. Coverage will be complete to conceal all substrate/primer color.

### **Metallic Mottling**

No Machine/Zebra stripes allowed. "Eye catching" mottling is not allowed on (A) or (B) surfaces in bright daylight.

### **Repairs**

There can be no evidence that the unit had paint repair. Visible over spray, shadows, tape marks, or residue, are not allowed. Multiple-tone units shall have clear crisp straight lines of demarcation from color to color.

### **Deep Scratches**

Exposed substrate in any area, large dings, dongs, and paint damage are not acceptable and must be repaired.

### **Thin Areas**

For long-term reliability issues, thin (primer showing) areas on sunlight-exposed areas are not allowed.

### **Dings/Dongs, Mars/Marks, Bubbles/Craters, Sags/Runs, and Light Scratches**

These items should not be repaired if the items are not visible at the prescribed viewing distance for (A), (B), and (C) surfaces defined above. Refer to "Glamour Paint Procedure". These items should never be repaired on (D) surfaces.

## **Dirt/Fisheyes**

These items should not be repaired unless visible and excessive at the prescribed viewing distance for (A), (B), and (C) surfaces defined above. Refer to "Glamour Paint Procedure". Excessive is defined as 5 or more particles in a 150 mm (6 inch) radius.

## **Chassis Paint Requirements**

The chassis will be inspected for runs and sags, overspray, grind marks, poor or thin paint coverage and easy removal of the paint from substrate. The term "Chassis" will include all support areas, rails, fuel tanks, painted steps, wheels, and drive lines (when applicable).

## **Coverage**

All visible areas of the frame must be covered. All colored frames must have adequate coverage to provide the appearance of proper color match throughout the body of the frame. Hubs must be covered with paint. No paint is allowed on the studs, back plate, or machined areas.

An important area is the side of the frame between trailer/box and cab.

Top flanges, lower flanges, and areas outside of the web, must be covered totally. Areas directly below the fifth wheel mounting and above the rear axles may have minimal coverage due to accessibility. Axles, hubs, yokes, and U-bolts shall have uniform coverage. Prop shafts and the outside of assembled yokes shall have uniform coverage over 360 degrees of rotation. Due to inner bearings, the OEM supplier recommends that driveline yokes are not to be degreased prior to topcoat application). No open thin areas are allowed. Areas behind hoses and brackets must be primed and some effort must be made to cover this area. Purchased fifth wheels are prepared for painting at the designated supplier. Therefore, International should not be responsible for premature corrosion/rust marks on the fifth wheels during presale. The fifth wheel ramp is welded after the frame is primed. A corrosion resistant primer is applied prior to the chassis topcoat application to prevent rust marks forming from the weld. Due to the function of the ramp and fifth wheel, continually touch-up after delivery by the customer is recommended. Bus under-coating must cover all exposed areas.

## **Runs/Sags**

Sags on the open areas of the inside of the frame rails shall not exceed 150 mm (6 inch) lineal and 50 mm (2 inch) vertical in a 1.2 m (4 ft) length. On fifth wheel units, the rear crossmember is to be free of sags and thin areas. Sags on the open area of the outside of the rails shall not have sags that exceed 75 mm (3 inch) lineal and 50 mm (2 inch) vertical and have no more than 1 crest. Sags on drivelines and axles are allowed if not excessive. Some sags may occur in hard to access areas and are allowed if not excessive. Horizontal surfaces of all steps shall not exhibit excessive paint, bubbles, crazing, or pooling.

## **Overspray**

All visible areas of the frame area must be free of overspray. Overspray inside the rail and less visible areas may be allowed if not excessive.

## **Marking**

All top flanges and web shall be free of hose, drag marks, and excessive marring. The manufacturing characteristics of rails in general cause scratching and some surface marks on the sides of the rail. These marks will be painted over and will not be repaired by sanding or metal finishing which may affect performance of the prime

---

[Copyright 1993 - 2013 Caterpillar Inc.](#)  
[All Rights Reserved.](#)  
[Private Network For SIS Licensees.](#)

Wed Oct 2 18:00:58 CDT 2013  
chrismk2