CAUTION: WEAR THE PROPER SAFETY PROTECTION DURING THIS PROCESS. REFER TO SPECIFIC PRODUCT DATA SHEET FOR APPLICATION AND PRODUCT DETAILS.

Most Original Equipment Manufacturer (OEM) parts come from the factory with a primer called e-coat. E-coat stands for Electro-deposition Coating. The part is dipped into a primer bath and the e-coat adheres to the part with the help of an electrical process. E-coat is a very durable and corrosion resistant coating so it should not be removed from the part. Most e-coat appears to be a glossy black coating.

■ 1	Review work order to ensure that all parts to be painted are present and repairs are understood.
■ 2	Inspect part for imperfections and damage. Determine what repairs should be made if any (follow all process documents for repairs made to the part).
■ 3	Clean entire part thoroughly with Wax & Grease Remover and/or SWX350 waterborne cleaner and a clean towel. Dry thoroughly to ensure there is no leftover residue.
■ 4	To determine if E-coat is stable: Test by rubbing e-coat with thinner or urethane grade solvent on a clean towel. If coating wipes off or softens significantly, it must be removed by sanding. Apply approved bare metal primer to ALL exposed bare metal areas. If e-coat is stable, proceed to next step.

■ 5	Electrodeposition Primer must be thoroughly cleaned and may then be directly overcoated with Sealer in a wet-on-wet application without abrading.
	   a. To remove minor defects – Lightly sand primer with a DA sander with 400 grit and an interface pad. Remove as little e-coat as possible.
	   b. If preferred, on edges, body lines and recessed areas, use a hand scuff pad.

■ 6	Re-clean entire part thoroughly with Wax & Grease Remover and/or SWX350 waterborne cleaner and a clean towel. Dry thoroughly. Tack off the dry part before Primer Sealer application.
■ 7	**Primer Sealer must be applied to e-coat**. Obtain primer sealer gray shade number (G1-G7) from color formula retrieval screen. Apply medium wet coat of primer sealer to entire part.