

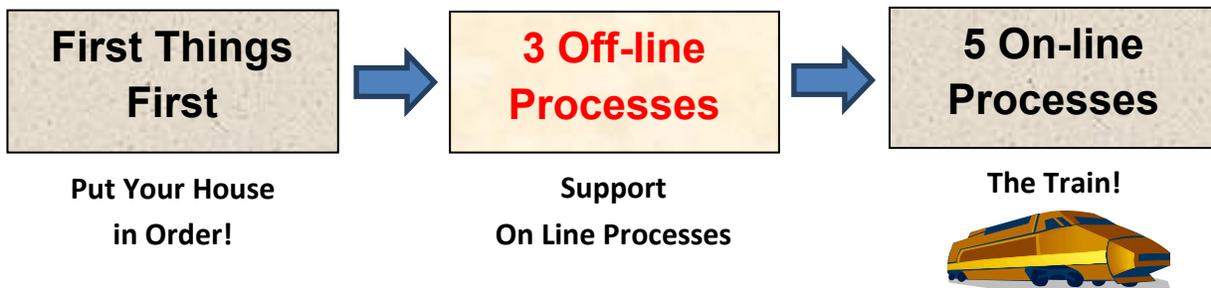


## **IMPACT PRODUCTION TIPS**



### The Three “Off-Line” Processes in the Paint Department

*by John Halstead*



### Step #3: The Three “Off-Line” Processes in the Paint Department

These are processes that support the continuous and uninterrupted flow of vehicles moving through the On-Line process stages.

Ideally, these three processes should be completed before a vehicle is prepped for paint.

#### 1. The Repair Planning Process—

- The paint department needs a complete and accurate damage report listing all parts to be painted, exact repair requirements including blends and any needed not-included P&M items.
- Special notations for R&I, blend lines, and any old damage should be marked on the vehicle to be repaired or not repaired. Nearly every vehicle has some sort of old damage: dents, scratches, or stone chips on panels that will be painted. The Painter must know for certain if these are to be repaired, or not. If there is any “blending within the panel” body techs need to be informed to keep the area of their repairs minimized.
- Paint codes must appear on the estimate and on any sheet metal parts to be edged.
- Body Repair standards must be agreed upon and enforced.

This is essential written communication that will assure repairs are performed as intended, and that will meet the need and expectations of the customer.

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## 2. The Color Mixing and Matching Process –

- The color code should be identified during the damage appraisal process and included in the damage report and on any parts to be painted.
- Color should be mixed and matched when sheet metal is edged, long before the vehicle gets to the paint department; or at the very least when it first arrives in prep. – Never when it is in the booth!
- Always use color tools (color chips, a photo spectrometer, and a valid spray out) to determine an accurate and confirmed color match.
- Assure lighting is sufficient to view color accurately.
- When possible, mix once for cut-in to eliminate an unnecessary process step and potential over-mix.

## 3. The Parts Edging Process –

- If you edge sheet metal, expedite this process as soon as all sheet metal arrives; **NOT** when the body tech is looking for a part to install....
- Alternatively, paint all parts off the car and eliminate this step entirely!

If these processes are all completed before the vehicle is staged for the booth, the paint process itself can proceed without uncertainty or delay:

- All repair decisions are clearly communicated
- Color match is verified
- All parts to be painted are present

**They will reduce your Paint & Material Cost and Increase Your Daily Output!**

### Tech Tip



Bypassing the “edging” step by painting all parts off the car may prove to be more efficient without wasting time and materials mixing paint and painting the parts twice. Careful handling of painted parts becomes critical, but it’s a process that has been practiced in Europe and leading-edge shops in the US for years. Since we would be eliminating an unnecessary step, it is a “lean” process!

### KPI’s of the Month:

- Paint Cost per Paint Hour
- RO’s through the booth each day

This TIPs flyer was written by John Halstead & edited by Georgia Thorson of RDA.

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