

Corrosion Protection for Honda Vehicle Repair

Applies To: All Models

BACKGROUND

Applying proper repair procedures and materials are important to ensure a quality collision repair, but they are also important to ensure a repair that withstands the abuse from everyday driving. This issue of *Body Repair News* gives you some corrosion protection guidelines that supplements the body repair manual.

EPOXY PRIMER

You must apply 2K epoxy to all bare metal surfaces prior to applying any seam sealer, body filler, or other refinishing products.

Primers can be applied using a foam or standard brush, a small roller or dauber, as well as being sprayed on. Using methods other than spraying may help reduce environmental concerns of overspray in the shop. Always check with the paint manufacturer on its recommendations. In addition, refer to the Paint Repair - Metal Surface Treatment section of the body repair basics manual.

WELD-THROUGH PRIMER

Only zinc-rich weld-through primer should be used on Honda vehicles and should only be applied to the mating surfaces of panels where squeeze-type resistance spot welding will be used as the attachment method. Refer to the body repair news, *Body Repair Manual Welding & Sectioning Guideline Revisions* for further information.

SEAM SEALERS

Seam sealers must be applied to all panel seams and match factory function and appearance. Never apply seam sealers to bare metal. Apply them only over cured, epoxy primer, 2K urethane primer surfacer/sealer or factory e-coat. Refer to S/B 18-134 *Recommended Sealers and Adhesives for Collision and Body Repairs* for more information on approved sealers and adhesives.



UNDERCOATINGS

Undercoatings should be applied matching factory function and appearance and never should be applied to exhaust or mechanical components. Always refer to the Rust-Preventive Treatments - Undercoating Areas- Body Repair section of the applicable body repair manual for the application areas. Refer to S/B 18-134 *Recommended Sealers and Adhesives for Collision and Body Repairs* for more information on approved coatings.

RUST PREVENTATIVE TREATMENT (CAVITY WAX)

Rust preventative treatments (cavity wax) should be applied to the following:

- Inside cavity of any welded panel
- Backside of repaired panels if access for proper sanding and epoxy primer application is not possible
- Inside and backside of new replacement parts where possible

Use of rust preventive treatments should be verified during the final quality control inspection using a borescope if necessary. Refer to the specific body repair manual for more information.

BACKSIDE TREATMENT OF NEW PANELS

The backside of new replacement panels (fenders, door skins, quarter panels, etc.) should be prepared and coated with a 2K urethane primer surfacer/sealer for corrosion protection.

This 2K urethane primer should match the factory inside coating color and shade.

A mist/overspray coat of catalyzed basecoat should be applied to match factory appearance using the removed part as a guide.

NOTE

It is recommended to apply these products before the panel is installed. Use the packaging of the replacement part to reduce overspray as shown below.



ANTI-CHIP PRIMER

Anti-chip primer is applied at the factory to high-impact surfaces to reduce stone chipping. Stone chips are a leading cause of corrosion hot spots.

Each paint manufacturer has its own formulation for matching the durability of the factory anti-chip primer. Some call for additional sealers in these areas. Some call for an increased mil thickness of the clear coat. And some call for catalyzation of the base coat. Always check with your paint manufacturer for recommendations of products and procedures.

Location of the anti-chip primer application areas are listed in the model specific body repair manual. If your paint manufacturer does not list a recommendation, follow the basic Honda guideline: Spray light coats of 2K primer surfacer/sealer allowing appropriate flash time between coats until a thickness of 20 microns (0.79 Mils) is achieved.

PAINT MIL THICKNESS

The main purpose of refinishing products is to protect the surface from corrosion. To accomplish this, proper mil thickness must be achieved.

Refer to your paint manufacturer for minimum and maximum mil thickness recommendations. A digital mil thickness gauge must be used to ensure these recommendations are followed.

INTERMEDIATE CHIP GUARD - GRAVEL GUARD/STONE GUARD

Intermediate chip guard helps prevent chipping damage from flying stones and is commonly applied to the side sill areas of the vehicle. It is a chloride vinyl resin material that is granular in appearance and applied between 100 and 200 microns thick (4 to 8 Mils).

Matching the factory applied function and appearance may take practice and use of multiple spray-out panels. Never apply chip guard over bare metal.



CLEAR PROTECTION TAPE

On some Honda vehicles, clear protective tape is applied over the refinished surface to protect the paint from chipping. It is important to remove and replace the tape anytime a panel is repaired, refinished, or replaced. Refer to the applicable service information for location of the tape and the application procedure. Protective tape is commonly applied to lower doors, the dogleg area of rear outer panels, and the fenders. Never paint over the protection tape.

