

Corrosion of the pinchweld is a very serious issue and must be corrected properly. Automotive OEMs have issued guidelines for addressing this issue and these guidelines have been incorporated into the recommendations that follow.

To properly treat a pinchweld that is corroded it is important to first identify the type and the amount of the corrosion that is present.

1. **Light:** *Light metal discoloration; typically orange*
2. **Moderate:** *Moderate corrosion, typically has some red spots*
3. **Severe:** *This can be identified by deep “pitting”, dark red spots and raised edges.*
4. **Perforation:** *This level can vary from microscopic holes to loss of metal. **NOTE: OETech recommends that treatment of Level 4 corrosion, or perforation, only be performed by a body shop that is trained in metal restoration. Also, for any amount of corrosion greater than a cumulative total of 24 inch² of the pinchweld, OETech recommends that this treatment only be performed by a body shop that is trained in metal restoration. OETech believes that any corrosion amount greater than 24 inch² constitutes a very severe and potentially dangerous corrosion condition, and should be addressed by a body shop.***

CORROSION REMOVAL:

NOTE: Many of the following procedures involve actions that will require a technician to wear appropriate personal protective equipment (PPE) to avoid personal injury. Technicians performing these procedures should be sure to wear safety glasses or goggles, gloves (to protect hands from chemicals and other types of physical injury), and in some cases hearing protection. In some cases, other types of PPE may also be required.

The first step in corrosion treatment will always be to remove the corrosion to obtain a bright, corrosion free, metal surface. Ideally, this should be done prior to trimming the remaining intact and well bonded adhesive bead, but if this is not possible, clean the freshly cut original urethane bead using OETechAC as described below to ensure that the fresh urethane will be able to bond well to the original bead.

The method used to remove the corrosion will depend on the type of corrosion that is present. The guidelines on the next page are consistent with automotive OEM recommendations and should be followed for removing corrosion.

1. **Light:** *Remove corrosion with 802 grit sand paper or wire wheel.*
2. **Moderate:** *Remove corrosion with wire wheel, media blast or chemical dust remover.*
3. **Severe:** *Remove corrosion with media blast or chemical dust remover.*
4. **Perforation:** *The panel must be replaced and treated by a body shop.*

CORROSION TREATMENT:

For treatment of fresh scratches or bright metal rubs and scrapes that are 1 inch² in area or less, OETech recommends that the technician cover these areas with OETech COMBO PRIMER, as directed in the procedures outlined in the product Technical Data Sheet. However, these fresh scratches, rubs and scrapes can also be treated using this corrosion treatment procedure.

The technician should use the procedure outlined below for treatment of the following scenarios;

- For fresh rubs and scrapes that are greater than 1 inch² in area.
 - For covering bright metal of the pinchweld that has been exposed following the corrosion removal recommendations that were previously outlined, as long as there is no significant metal loss or perforation of the metal and this area does not encompass greater than a cumulative total of 24 inch² of the pinchweld.
1. Remove the corrosion as outlined on the previous page.
 2. Wipe the bright metal with a Primer and wipe off with a clean towel. Repeat this step as necessary until all contaminants (both chemical and particle) have been removed. Wait a minimum of ten minutes. If this procedure is being performed at temperatures below 40°F (4°C), then warm the area of the pinchweld that is to be treated for a minimum of five minutes using a heat gun prior to the OETech COMBO PRIMER application.
 3. If the adhesive bead was trimmed prior to removal of the corrosion, clean the contaminated areas of the trimmed original urethane bead by wiping with OETechAC and then wiping off with a clean dry wipe.

NOTE: Allow at least ten minutes for the OETech COMBO PRIMER to cure on the original urethane bead. If the air temperature is less than 40°F (4°C), allow at least thirty minutes. These cure times will not be an issue if this step is done at the same time as step 2 above.

4. Apply OETech COMBO PRIMER using a dauber, making sure that the primer overlaps onto the surrounding intact paint by a minimum of approximately 1/8" (3mm). Allow a minimum of ten minutes for the primer to dry before proceeding to the next step. If this procedure is to be performed at temperatures below 40°F (4°C), then allow a minimum of 25 minutes.
5. Apply a second coat of OETech COMBO PRIMER over the first coat using a dauber. Allow a minimum of 10 minutes for the primer to dry before proceeding to the next step. If this procedure is to be performed at temperatures below 40°F (4°C), then allow a minimum of 25 minutes.
6. Proceed with the remainder of the Full Cut Method by trimming the original urethane bead and apply the Windshield Urethane Adhesive as required.

Amount: In this manual, the amount of corrosion will be referred to in cumulative total area of corrosion in inch².