

Painting ahead of the curve



A Campbell Collision painter sprays newly mixed waterborne Victory Red paint onto a Dodge Dakota pickup in the paint booth. PHOTO BY DENYSE SMITH/DAILY PRESS & ARGUS

Shop gets jump on new rules

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environment, but it makes color matching to factory paints easier, too.

A lot of original equipment manufacturer-level painting is done with water-based paint already, Campbell said, so when a customer brings in a car from General Motors, for example, the shop can match the paint exactly to factory standards.

Mixing the various tints is done by a precision computer system that takes the vehicle identification number and the paint code and, depending on when the car was made, and any one of up to 12 variants into consideration.

Two cars made in the same year with the same color code aren't the same color, said Campbell, who has been in the collision business for 30 years.

A locker on the wall in the paint shop has all of the current color variations for DuPont's water-based paint system for all makes and models of vehicles. One of Camp-

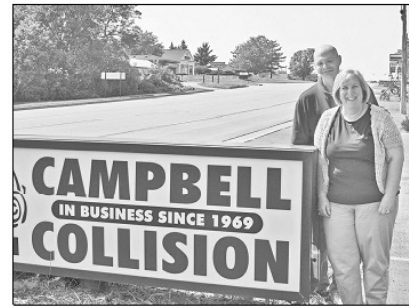
bell's employees illustrated the variations in the same color of Victory Red that he was about to spray on a Dodge Dakota pickup truck. The three variations were only shades apart, but in the sunlight, they were obviously different, and that's where customers would see the color variations, too, Campbell said.

Using water-based paint takes fewer coats, too, which adds to their environmental friendliness and overall effectiveness.

"With these, we only have to paint with the color coat once, then go over it with the metallic coat and then the control coat," he said, which is much less paint than the three coats of color it would have taken with solvent-based paints.

Cleaning up paint guns, which have to be made of stainless steel, is all done with water, too, said Campbell, as opposed to corrosive solvents.

The technology for using waterborne paints has come a long way since it was initially developed in the 1980s, accord-



Campbell Collision shop owner Bob Campbell grew up in the collision repair business. He is the third generation of Campbells in the trade, following in his grandfather's and father's footsteps. He and his wife, Donna, own the collision repair shop on Grand River Avenue near old U.S. 23 in Brighton Township. PHOTO BY DENYSE SMITH/DAILY PRESS & ARGUS

ing to Car Craft magazine. "The paint systems have been tweaked in such a way as to correct the peeling problems they once had because of primer/color-coat incompatibility."

Campbell said the system he uses still requires a petroleum-based clear coat over the waterborne color coat, which seals the color and keeps it looking good.

"In the long run, it may cost a touch more, but we're using less paint per vehicle, and put-

ting less out there. Anything you can keep out of the atmosphere is just better overall."

Campbell said. Campbell Collision services all makes and models and is a full-service collision shop. For estimates or more information, call (810) 227-6151 or visit www.campbellcollision.net.

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Brighton-area collision shop getting a jump on federal regulations

By Denyse Smith
DAILY PRESS & ARGUS

Automakers are already starting to use it, and the federal government will soon require waterborne paints in all collision shops, so Bob Campbell made the switch early.

The changeover from solvent-based to waterborne paints over the last few months took a little bit of a learning curve, but Campbell, the owner of Campbell Collision, 9987 E. Grand River in Brighton Township, said the transition has been good.

"We're one of the few collision shops in the area that uses it," he said, but since some states are already requiring the more environmentally friendly paints and he could see what was coming, he made the switch.

Using waterborne paints isn't a requirement yet, Campbell said, but he said it's coming in the next few years. He expects federal regulations by 2014. Waterborne paints don't put volatile organic compounds into the environment like solvent-based paints, and they are safer for his employees as well.

"We wanted to get a jump on it rather than have to rush at deadline," he said, adding, "We take environmental issues seriously."

Although the water-based paints are safer, Campbell said employees still use rebreather masks and there is a downdraft system for pulling paint vapors out of the air in the paint booth.

"Employees still wear protective gear, but we're big on safety here," he said.

Not only is it less hazardous to the