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## MUELLER FIRE HYDRANT

### Top Coat Repair/Repaint Process

All Mueller® Fire Hydrants are manufactured in the Mueller manufacturing facility in Albertville, AL. Beginning in February 2010, shoes, lower and upper barrels, bonnets, and hose caps are primer coated inside and outside with PPG Amercoat 370 epoxy. Beginning in January 2010, exposed portions of the hydrant including the exterior of the bonnet, upper barrel and hose caps are top coated with Sherwin-Williams Polane® SP polyurethane enamel paint in a variety of colors.

While precautions are taken to protect hydrants during transit, top coat repair is sometimes necessary due to damage from transportation and handling. Hydrants may also require re-coating after extended periods of exposure to prevailing environmental conditions. Re-coating and touch-up require the same process.

The process to repair or re-coat a hydrant is similar to that used for most other painted products, requiring surface preparation, application of an appropriate primer and care in applying the top coat. The following steps should be followed to assure a good finish.

1. Thoroughly clean the hydrant - wash off any dirt or loose debris.
2. Remove surface rust - by wire brushing, sandblasting, etc.
3. Roughen shiny surfaces - with light sanding (to improve paint adhesion).
4. Primer coat bare metal - spot prime with one of these recommended spray primers:
  - Rust-Oleum® brand Clean Metal Primer, Profession Primer, Rusty Metal Primer, or Rust Reformer Rust Converting Primer.
  - Krylon® brand Rust Tough Rust Fix Converting Primer.
5. Apply top coat - for best results use same paint applied at factory.