Finish and Trim of FORD BODIES

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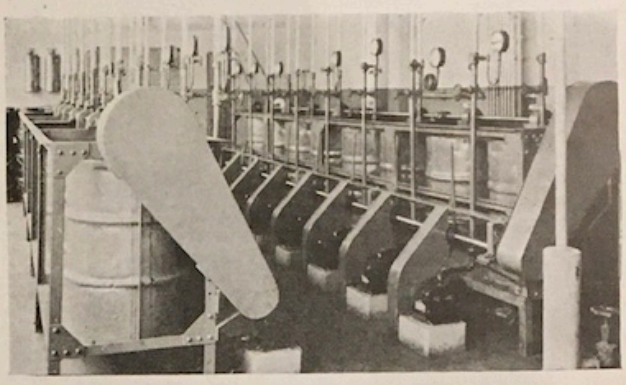
IN COMMON with all other operations, painting and trimming of bodies must follow a fixed schedule in Ford assembly plants. Otherwise congestion and delays would handicap assembly and disturb the regular flow of parts and materials from their receipt to the delivery of complete cars at the end of the final assembly line. Consequently every operation is standardized and timed to produce uniform results on a fixed schedule.

All unfinished bodies leaving the body assembly line, described in a prior article, are hung upon a chain conveyor which doubles back parallel to the body assembly line and to the incoming freight siding and makes several other turns as it traverses various parts of the shop during the painting operations. Whenever natural light is inadequate, illumination is provided by mercury vapor light, tungsten filament bulbs, or a combination of these two types of light source. All coats except the primer, which is an oxidizing oil containing some pigment, are pyroxylin-base lacquer finishes.

The color sequence followed in painting depends upon dealer demand. A few days before his quota is due him on any date, each dealer specifies the standard color combination he desires on each type of car he will receive. This information is compiled and worked into the production schedule for the day, and the finishing department, as each body comes along, spray-paints it with the color specified on the production sheet.

A circulating system is employed to supply the lacquer through pipe lines to the various spray booths from central mixing tanks. Compressed air is piped from the power house to all such points and a small steam line is piped through the air lines near the booths to assure dry air at the spray nozzle. Colors come ready-mixed and arrive at the central distribution point in cans or drums. For each color there is a separate storage tank, pump, and pipe line leading to all spray booths. An agitator in each tank keeps the lacquer stirred up and prevents pigment from settling out. The attendant fills each tank to the correct level and sees that the pumps are kept in operation. Even when the spray outlets on any line are not in use, it is necessary to keep the paint in circulation to maintain a uniform mixture, and so that the lacquer will not settle or harden in the pipe. Lacquer not used at the spray booths flows back through the return lines to the storage tanks. These return lines discharge at a level above the tops of the tanks so that the attendant can watch the flow at all times and make sure that the line is available for service.

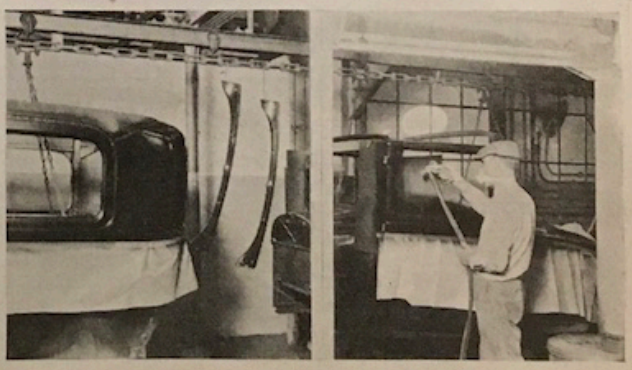
All finishing materials are supplied under rigid specifi-



Agitator tanks from which lacquer is pumped to the spray booths and kept in constant circulation by the pumps shown



Final water-sanding is done on bodies as they pass along the conveyor at the right and some polishing operations as they return on the conveyor at the left. Incandescent and mercury vapor lights placed alternately furnish plenty of illumination



One of the spray-painting operations after masking lower portions of bodies. All spraying is done inside of clean, well-ventilated, glass-inclosed booths as the bodies pass along the chain conveyor