



Product Training

Substrates & Cleaning

A brand of

 **BASF**

We create chemistry



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Any successful refinishing job depends on a number of essential prerequisites being met

1. The temperature in the bodyshop should be at least +18°C.
2. Before any paint is applied, the vehicles must have reached room temperature.
This also applies to the paint products
3. Careful pre-treatment is essential: The substrate must be free of any corrosion or grease, and it must be dry
4. Areas sanded through or nearly sanded through must be primed (sealed) again



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5. The water used for sanding must not be harder than 5° dH; where necessary, the water must be demineralised using an ion exchanger
6. Do not leave sanding water to dry on the car body but wipe it dry with a cloth immediately
7. Thoroughly remove and blow out any sanding dust. Leave all moisture to dry off completely before undertaking the next step of the process

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8. Once degreased and sanded, surfaces should not be touched by hand because hand sweat contains salts which will be left behind on the surface being painted, causing efflorescence later on



9. Undercoat materials must not be recoated until all solvents have evaporated fully (except in wet-on-wet finishing systems).



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10. Compressed air must be clean and dry: Regularly empty the oil and water separator.
Make sure to use the correct spraying pressure and nozzle size for the product used

11. Spray booths and ovens should be equipped with efficient fresh-air supply and air extraction facilities. Any solvent vapour not extracted may reduce the gloss level and slow down the drying process



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Initial Cleaning

Vehicles should never enter the pre-treatment zone unless they are clean and have been washed so as to prevent contamination entering the workshop.





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Inspection of the entire vehicle

Visual inspection consists of a short walk around the vehicle. The point is to identify the damage to be repaired as well as any other damage not recorded on the job order. Every damage to the vehicle that does not appear on the job order should be recorded and reported





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Inspection of the repair area

In inspecting the repair area, we will identify the substrate material and the workflow, the procedure and the products and cleaning agents to be used in carrying out the repair job.

In repairing the damage, you should try to keep the surface being worked on as small as possible so that you will be able to perform a blend-in repair on the panel that was damaged.

Elements that may be helpful here include trim strips or delimitations on the panel such as edges, for example.

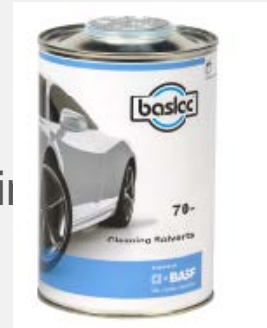




Cleaners

70-10 Silicone Remover

The Silicone Remover 70-10 is a universal cleaner for use in the car refinishing. It removes tar, grease, wax and polish residues containing silicone. 70-10 is used for degreasing after sanding body filler and filler/surfacer.





Cleaners

70-20 Cleaner Plastic

This material is a universal cleaner for plastic use in the car refinishing. It removes form release agents and softening agents from plastic parts.





70-20 is used for pre-treatment degreasing before and after sanding of plastic parts.

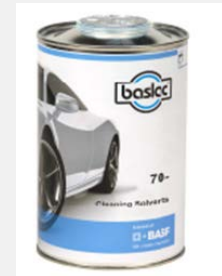




Pre-treatment of substrates and old paintwork

Bare steel and aluminium

Cleaning / sanding	70-10 Silicone Remover		1x		wipe dry		P80-P150	70-10 Silicone Remover		1x		wipe dry
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Pre-treatment of substrates and old paintwork






Old paintwork and new panel (factory primed)

Cleaning / sanding	70-10 Silicone Remover		1x		wipe dry		P240-P320	70-10 Silicone Remover		1x		wipe dry
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Pre-treatment of substrates and old paintwork








Plastics and GRP/SMC

Plastics		 1x	 damaged area: P 80-P 600 entire part: sanding pad		 1x	 wipe dry	Heating PU foam and polyamide (PA) must be heated for 1 hour at 60°C to remove mould release agents and water	 1 h at 60°C	 1x moistened cloth



Pre-treatment of substrates and old paintwork

Plastics and GRP/SMC

GRP/SMC			1x		wipe dry		P180- P240			1x		1x moistened cloth
	70-20 Cleaner Plastic							70-20 Cleaner Plastic				

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