











PRELIMINARY VISUAL INSPECTION	<div>– Carry out preliminary inspection of vehicle</div> <div>– Establish the extent and schedule of the programmed work</div> <div>– Select the system and materials</div> <div>– Cost-estimation of repairs</div> <div>– Remove vehicle components in preparations for repairs</div>			
DEGREASING	INITIAL DEGREASER PLUS 800 – Stage one degreaser, for the effective removal of silicone, tar and bitumen. Used only during initial stages of work.			
MECHANICAL SURFACE PREPARATION	Depends on surface type	Surface	For putty	For filling primer
		Steel	P120-P180 sand paper, Abrasive needled cloth EXTRA COARSE, COARSE, Wet blasting	P180-P220 sand paper MEDIUM abrasive needled cloth Wet blasting
		Galvanized steel	FINE abrasive needled cloth	FINE abrasive needled cloth
		Aluminium	P150-P180 sand paper, FINE abrasive needled cloth	P220-P240 sand paper, FINE abrasive needled cloth
		Plastic	MEDIUM abrasive needled cloth, See: plastic lacquering technology	FINE abrasive needled cloth, See: plastic lacquering technology
		Original coats/ Putties	Recommended: SOLVENT TEST P180-P220 sand paper MEDIUM abrasive needled cloth	Recommended SOLVENT TEST P180-P220 sand paper MEDIUM abrasive needled cloth
		Recommended Sand paper grade for sanding before putty application: P180-P220 P240 – minimum sand paper grade for dry machine sanding, which ensures good mechanical adhesion of putty to subsurface MAKE SURE ALL EDGES AND RIMS ARE THOROUGHLY MATTED.		
	DEGREASING	SILICONE REMOVER PLUS 780 – A degreaser used between specific steps: e.g. after sanding and blowing off the remaining dust from filler, primer etc. Removes silicone based contaminants as well as tar, grease and residues of ionic contaminants (salt).		

BODYWORK REPAIR	Restoration of body geometry on repair frame. Replcement and joining of parts, filling of body defect (welding, soldering). Final checks of geometry, dimensions, gaps and flush.		
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PROTECTION OF BODY AND WHEEL ARCHES	EPOXY PRIMER	PROTECT 360 H 5950	
	ANTIGRAVEL	GRAVIT 600 GRAVIT 610	
	METAL JOINT SEALER	GRAVIT 620 GRAVIT 630	
	CAVITY PROTECTION	GRAVIT 640	

ALTERNATIVELY	EPOXY PROCESS		WASH PRIMER PROCESS	
CORROSION PROTECTION FOR THE BODY OUTER SURFACES	EPOXY PRIMER PROTECT 360		OR	
			WASHPRIMER PROTECT 340	
			ACRYLIC FILLER: PROTECT 300 PROTECT 310 PROTECT 330	


PUTTY	PUTTIES		
	<div>– with glass fiber</div> <div>– with aluminium powder</div> <div>– with glass beads</div> <div>– filling</div> <div>– finishing</div>	FIBER MICRO , ALU, EASY SAND, LIGHT, UNISOFT, SOFT PLUS, FINISH	

POLYESTER SPRAY FILLER	SPRAY + 10% THIN 880	
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SANDING OF PUTTIES	DRY MACHINE SANDING		
	PRELIMINARY SANDING P80-P120	MAIN SANDING P120-P180	FINISH SANDING P220-P280
	Spray filler		
	MAIN SANDING P150-P180	FINISH SANDING P220-P320	
	Caution: hand sanding gives deeper scratches! (Use lower grades of sand paper)		

INSULATING POLYESTER PUTTIES	EPOXY PRIMER PROTECT 360	
DEGREASING	PLUS 780 – A degreaser used between specific steps: e.g. after sanding and blowing off the remaining dust from filler, primer etc. Removes silicone based contaminants as well as tar, grease and residues of ionic contaminants (salt).	

FILLING PRIMER	ACRYLIC FILLER: PROTECT 300 PROTECT 310 PROTECT 330	
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PRIMER SANDING	DRY MACHINE SANDING		
	PRELIMINARY SANDING P240-P280	MAIN SANDING P320-P360	FINISH SANDING P400-P600
	CAUTION: HAND SANDING GIVES DEEPER SCRATCHES! (USE LOWER GRADES OF SAND PAPER)		
DEGREASING	PLUS 780 – A degreaser used between specific steps: e.g. after sanding and blowing off the remaining dust from filler, primer etc. Removes silicone based contaminants as well as tar, grease and residues of ionic contaminants (salt).		

FINAL PAINT	OPTIC ACRYL Two component colored topcoat for a spray gun application, characterised by ideal gloss, perfect hiding power, UV durability, changeable weather conditions and excellent adhesion.	OR	OPTIC BASE Ready for use basecoats which produce a metallic and pearl look of selected colors of car brands. They are intended for car renovating coat systems.
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TOPCOAT	MIXING SYSTEM	ACRYLIC TOPCOAT SPECTRAL 2K The color development laboratory can provide any color from the color selector	OR	Basecoat (color with metallic or pearl effect) SPECTRAL BASE, SPECTRAL WAVE The Color Laboratory enables to select any paint (from the color selector)	
				CLEARCOATS at discretion	
					
					
					

Effectiveness of our systems results from lab research and many years long experience. We guarantee high quality provided that our recommendations are observed and the works are performed according to the good craftsmanship practice. We may not be held liable for defects if the final results are affected by factors beyond our control. In the case of renovating paintwork on classic cars the aim should be achieve the most durable finish, along with a perfect appearance.

To achieve the desired effect, attention should be paid to the following:

a) corrosion protection:

- use high quality specialist products – reactive and epoxy primers, protecting agents for internal sections that ensure long-term corrosion protection,
- observe the correct film build values as per the recommendations

b) surface preparation:

- thorough degreasing of the surface,
- use correct abrasive paper grits during individual steps,
- avoid using water during the treatment

c) observe process recommendations:

- mix components thoroughly and in the recommended ratios,
- use the complete range of original components,
- observe correct flash off times between coats,
- observe the recommended drying times for the products.

Good to know: The chemical reactions occurring in chemically activated products (putties, primers, coats) can often take days to complete. For example – with polyester putty the reactions finish after 2-3 days and with clearcoat it's 6-7 days. This is particularly important when renovating a classic car: it is better to have a longer drying period to eliminate the risk of paint faults (e.g.sinkage in putty or primer).

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