Plastic Parts

FOR PROFESSIONAL USE ONLY

Description

If new plastic car parts are to be painted, it is essential to know the type or category of plastic involved. If the part is coated in an OEM primer, direct topcoat application after recommended preparation is possible. In case of untreated plastic, specific preparation steps are required, followed by application of the correct adhesion primer before any topcoat can be applied.

Primer Check

This check consists of two steps:
1. Check for OEM primer: sand the surface with sanding paper (P500). If the sanding paper reveals a powder, one can assume that the plastic part is pre-primed, if not proceed to the **untreated plastic parts** section.

2. Solvent sensitivity check OEM primer: Wet a cloth with Sikkens M700 Antistatic Silicon Remover and gently rub the pre-primed part. If the OEM primer on the plastic car part dissolves directly when exposed to M700, the OEM primer is classified as sensitive.

Preparation of non sensitive pre-primed plastic parts

Clean the surface with warm water and detergent, rinse sufficiently with clean water.

Next use M700, Anti Static Silicon Remover. See TDS S4.02.02

Sand with P500 dry or P1000 wet sanding paper

Abrade the edges and corners by using 3M SFN Copper or 3M UFN Grey (or similar) abrasive pads

Clean the surface using M700, Anti Static Silicon Remover. See TDS S4.02.02

Apply the selected **topcoat system.
See product TDS for detailed product information

***For improved system durability and chip resistance, it is advised to apply a coat of Sikkens Colorbuild Plus Non Sanding (wet on wet) primer surfacer prior to topcoat application.*
*Do **not** apply 1K Allplastics Primer over pre-primed or refinished substrates!*

Preparation of sensitive pre-primed plastic parts

Clean the surface with warm water and detergent, rinse sufficiently with clean water.
Next use M200.

*Do **not** use M700 Antistatic Silicon Remover or solvent base degreaser*

Sand with P500 dry or P1000 wet sanding paper

Abrade the edges and corners by using 3M SFN Copper or 3M UFN Grey (or similar) abrasive pads.
The primer is fragile but sanding is recommended to remove any dust particles and surface irregularities.
Use sufficient water to reduce the risk of damaging

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Preparation of sensitive pre-primed plastic parts (continued)

Clean the surface using M200. See TDS S4.03.01

Colorbuild Plus Non Sanding

Apply a thin coat and allow for a minimum flash-off time of 15 minutes at 20°C.
See TDS for detailed product information.

Apply the selected topcoat.
See product TDS for detailed product information

Point of Attention:
If an OEM primer reacts after taking all of the recommended precautions and correct application steps, the OEM primer should be removed completely, preferably with a solvent borne plastic surface cleaner. Do not use any too aggressive solvent. After this, the thermoplasticpart must be treated as if it is a virgin (untreated) OEM thermoplastic car part.

Untreated (raw) plastic parts

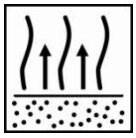
Always check for existing OEM primer on the new thermoplastic part; if not:

Heat up the untreated plastic car part for approximately 20 minutes at 60°C

While the plastic part is still warm, thoroughly wash the surface with warm water and detergent and rinse with clean water.

Use a 3M VFN (Purple) abrasive pad on hard plastics and a 3M UFN (Grey) abrasive pad in case of a flexible/soft plastic part, in combination with a plastic suitable blend prepping paste and water. Rinse sufficiently with clean water.

Clean the surface using M700 Anti Static Silicon Remover. see TDS S4.02.02



Allow for a minimum flash-off time of 15 minutes at 20°C.

**Optimum adhesion of the selected system will be secured by coating the virgin plastic within the maximum time of 30 minutes at 20°C.*
If the maximum recoat time is exceeded it will negatively influence the adhesion properties, in this case repeat the degeasing and flash off process ensuring primer is applied in the flash off window between 15-30 minutes at 20°C.

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Untreated plastic parts (continued)

1K All Plastics Primer; *see TDS S2.06.02*
or
Colorbuild Plus with Plastic additive; *see TDS S2.02.02*

***Important**: When using 1K Allplastics Primer, it is advised to apply a coat of Sikkens Colorbuild Plus Non Sanding (wet on wet) primer surfacer prior to topcoat application for improved system durability and chip resistance. Using Sikkens Colorbuild Plus Non Sanding (wet on wet) primer surfacer wil also improve opacity prior to topcoat application.*

In some cases, it is best to apply, 1K All Plastics Primer followed by Colorbuild Plus with Plastic Additive prior to topcoat application.

Extreme soft (pliable) thermoplastic car parts are not recommended to paint. When painting is still desired, add up to 100, maximum to 150 parts of the indicated plasticizer.
Points to consider:

- *Filling capacity of the preparatory product declines drastically.*
- *Sandibility of the preparatory product, filler/surfacer becomes much less.*
- *Tacky surface, clogging of sandpaper.*
- *Decline in color hiding power of the topcoat.*

Primer / Additive	Substrate
1K All Plastics Primer	All plastics, with the exception of pure PE.
Colorbuild Plus with Plastic Additive	On all plastics, with the exception of pure PP, pure PE and PP-E/P blends.

Plasticizing fillers materials and topcoats

Fillers “sanding”	Plasticizer/Additive	Hard	Flexible	Soft
Colorbuild Plus	Elast-O-Actif	-	30%	X
Multi Use Filler Xcel		-	30%	X

Fillers “wet-on-wet (non sanding)”	Plasticizer/Additive	Hard	Flexible	Soft
Colorbuild Plus	Plastic Additive	Replace reducer		X

Topcoat	Plasticizer	Hard	Flexible	Soft
Autocryl Plus	Elast-O-Actif	-	30%	50%
Autoclear Expert HS		-	30%	100%
Autoclear Xcel		-	30%	100%
Autobase Plus	P Hardener	-	-	10%

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FOR PROFESSIONAL USE WITH SUITABLE HS&E EQUIPMENT

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