Paint System for Restoration

FOR PROFESSIONAL USE ONLY

Introduction

In this document you will find information on Sikkens paint systems that can be applied on classic cars. The working methods to restore such cars differs greatly from that used for standard damage repair. For example, when a standard repair is made, a body panel is likely to be replaced much sooner than when an classic car is restored. Originality is considered of paramount importance. Standard repairs are often made in less than a day, whereas the restoration of classic cars can often take several months or years.

A paint finish gives the body a decorative appearance and protects it from corrosion. No wonder that owners of classic cars take great care of maintaining the finish of their car. However, there is often some uncertainty about the paint system to be restored. Verbal communication of incomplete information often leads to the use of wrong procedures, products or systems, causing problems to arise soon after.

The information in this booklet is intended primarily to give you some idea of the various products that you can apply on steel, aluminium or zinc coated panels. One of the major requirements for ensuring adequate protection of a vehicle body is the application of a suitable paint system. Only use products that are compatible with each other, ensuring that the paint system provides optimum rust inhibition and a perfect appearance.

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Note▼
Before removing the old finish, make sure that you know the color code of the car, as a color code/number of a classic car are hard to trace. You may take a piece of the car to your paint supplier to trace the color code/number with the help of Sikkens' Color Documentation or have the color measured with a spectrophotometer. Please call our Color Support team in Melbourne for further assistance on 03 9644 1711

Removal of the old paint system

Existing finish
We generally recommend removing old paint coatings completely. In many cases, classic cars have been refinished several times, so the panels carry thick layers of paint. The paint system you are going to apply might just be one too many. This may lead to problems such as loss of gloss, loss of adhesion and contour mapping of the areas repaired. However, do not remove the paint coatings until you are sure that you can build up a new system. Unexpected delays are a frequent cause of the stripped body having to wait for further treatment for several months. Corrosion or oxidation will be inetivable. It is not always needed to remove the existing finish completely, for example, if the car still has its original production line finish and it is still intact. Be aware of solvent sensitive thermoplastic refinish that was commonly used as a refinish pre-1990. Thermoplastic and thermoset products do not always work well together. If the selected products are not compatible, wrinkling or lifting may occur. A quick way to check is to soak a clean cloth in a medium-grade thinner. A **thermoplastic** film will soften or dissolve. A **thermoset** film will show no effects and should be considered sound. If the film/substrate is thermoplastic, **strip to bare substrate** before proceeding with any repairs or refinishing.
Options for removing the paint are:

Mechanical strip
Removing old paint work mechanically is one option. It is best to remove the old paint with P80 grit paper as using 36-40 grit discs leaves will leave too deep scratches in the metal. This method removes paint, and surface rust, though effective, the downside is it is very time consuming, and labour intensive.

Media blast cleaning
The dry method is preferred and there are several variants of the process, using various media; some are highly abrasive, whereas others are milder. The most abrasive are shot blasting (with metal shot) and sandblasting (with sand). Moderately abrasive variants include glass bead blasting (with glass beads) and plastic media blasting (PMB) with ground-up plastic stock or walnut shells and corncobs. When using medias that are milder, they are safer to remove paint and they also will not pit or abrade the metal. To remove any paint left behind P120-P180 should be used. To remove any remaining rust spots sand blasting or wire wheel/brushed will be required.

Sand blast cleaning
Preferably, heavy gauge steel frame body and panels sand blast cleaned to a surface finish conforming to the Swedish Standard SA 2½-3. This should be carried out in an expert way in order to avoid deformation of the panel work. Blast cleaning is the ideal method of surface preparation, as it will thoroughly remove the paint system and rust or oxidation, as well as any other contaminants. The downside is the pitting and potential to damage the vehicle. Always consider a milder media blast cleaning removal or remove the old paint coatings by means of a chemical paint stripper.

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Paint stripper
Always work in a well ventilated area when using paint stripper! Clean the old finish thoroughly with hot soapy water and degrease with Sikkens M600 or M700. Next abrade it by means of coarse grained sandpaper or wire brushes. This seems a time consuming process, but cleaning, degreasing and abrading will result in better penetration of the paint stripper into the coating. The paint removing process will be easier. Apply paint stripper on the finish and cover it with thin plastic sheet to avoid evaporation and better penetration. Wait until the paint coating softens and comes off. Then remove the plastic and scrape off the coating with a scraper taking care not to gouge the metal and being extra careful with softer substrates such as aluminium. Always wear safety goggles, gloves and a respirator to protect your eyes, skin and lungs. Remove residual paint stripper with water, using a high pressure cleaner if necessary. Paint and paint remover residues are harmful waste. Dispose of it in a responsible manner.

SODA blasting
While Soda blasting may be popular in some areas, AkzoNobel does **NOT** recommend this process.

Oxidization
CAUTION: When left unprotected, bare metal begins to oxidize (flashrust) after 30 minutes at 50% relative humidity.

Note▼ Prevent corrosion!
Do not touch parts of the vehicle with bare hands! (wear rubber or latex gloves)
Clean blasted body and panels thoroughly with a vacuum cleaner and a brush, secondly blow clean with dry compressed air. Protect bare steel surfaces as soon as possible as described in the next step.

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Surface preparation for epoxy primer

Following blast cleaning, thoroughly dry sand metal surfaces with P120-P180 grit sand paper. This will result in a less coarse surface finish, so that the paints to be applied will fill the blast profile more easily. Note: Epoxy primer relies on mechanical properties for adhesion. Always ensure sandpaper discs are changed regular as to avoid the metal being “polished” due to worn sandpaper. This may lead to poor mechanical adhesion properties especially when using finer sand paper.

Following paint stripping, dry sand metal surfaces with P120-P180-P220/P240 grit sand paper.

Hot dip galvanised steel

A zinc coating consists of pure zinc. A number of zinc/iron alloys have formed between the coat of zinc and the steel surface with a film thickness of up to 100 micron. As a result, the coat of zinc has been ‘anchored’ in the steel substrate, so to speak. Hot dip galvanised steel must, therefore, be sanded quite thoroughly. We recommend to dry sand it in the sequence of P120-P180-P220/P240 grit sandpaper. Next make the surface dust free and degrease it.
*Pay attention to degreasing using M200 & M700
M200 waterborne surface cleaner must be used to remove the white, generally powder-like substance (white rust) that can form on the surface of a galvanised article.

Steel coated with zinc by electrodeposition

Zinc applied by electrodeposition is often much thinner than that on hot dip galvanised steel, approximately 20 micron. Use finer grained sandpaper to sand steel coated with zinc by electrodeposition, in order that the coat of zinc may not be lost. For example, dry sand with P220/P240-P320 grit sandpaper.

Sikkens M600 or M700

Prior to applying primer, make the surface dust free and degrease it with M600 or M700.

Aluminum

When working with aluminium there are considerations that need to be made such as, separate work areas, tools, and abrasive products to avoid cross contamination between aluminium and steel.
Softer substrates such as aluminium must be sanded with finer paper. There is a higher risk of sanding through aluminium compared to steel, especially on edges. It is suggested the coarsest grit to be used is P180 and one stage finer when final sanding. Scotchbrite may also be used in difficult to access areas, for final finishing.
When bare aluminium is exposed, repairers need to move quickly to coat the substrate after sanding and degreasing as oxidization on the surface has a negative effect on body filler and paint adhesion.
*Sanded aluminum begins to oxidize almost immediately.

Note: After a surface has been cleaned and degreased, solvent will evaporate. Heat needed for evaporation is withdrawn from that surface, making it colder than the surrounding atmosphere, which results in (often not visible) condensation on the surface. Allow moisture sufficient time to evaporate. The first coat of paint can be applied as soon as the surface has re-gained the temperature of the surrounding atmosphere. Earlier application of the coat may lead to adhesion problems.
The same problem may arise if a vehicle is transferred from a cold room to a warm one or from outdoors to indoors. Allow vehicles a minimum of one hour to acclimatize. Double-walled vehicles (and certainly insulated ones) require some hours to acclimatize. *30minute bake at 60ºC.

Application epoxy primer

Sikkens Primer Surfacer EP
Epoxy Primer is highly recommended to apply before filling any dents and other surface irregularities with polyester body filler. Polyester filler will attract moisture. Moisture attracted by the polyester body filler can reach the steel surface if there is no layer of epoxy primer underneath. This can cause corrosion or 'blistering' (blisters containing trapped moisture) later on.
Epoxy primer is used to set the foundation for corrosion protection and will provide adequate adhesion to steel, zinc-coated steel, and aluminium. If parts are too large to prime in the given timeframe, consider working on individual parts or smaller areas.

Repairing the paint system on a classic car might take several months. The epoxy primer is exposed to moisture from the atmosphere since the topcoat is not being applied yet. Therefore it is recommended to apply at least 2 coats of Sikkens Primer Surfacer EP as per Technical Data Sheet, resulting in sufficient layer thickness (40-50 micron). Only then will rust inhibiting action be optimal.

Note▼
Do not apply Primer Surfacer EP to a surface, which has been pretreated with a chemical cleaner (metal cleaner), or over any self etching primer, as blistering may occur.

Filling with polyester body filler

Surface preparation for body filler

Sikkens M600 or M700

Allow Primer Surfacer EP to harden for at least a couple of days. Dry flat the with P220/P240 grit sandpaper and degrease with Sikkens M600 or M700 before applying any polyester body filler.
**When using Primer Surfacer EP as a substrate; Polykit IV is to be applied over a maximum 25µm layer of Primer Surfacer EP.*

Application body filler

Sikkens Polykit IV

Polykit IV is a polyester body filler designed to fill dents and surface irregularities. It can be applied to steel, polyester, zinc coated steel, stainless steel and aluminium.

Use two filler knives to mix Polykit IV with its hardener.
*NOTE: Polykit IV HARDENER MUST BE MEASURED BY WEIGHT.
*Do not try to guess the amount of hardener! This can lead to over hardening or under hardening.
Do not stir, as this would cause air bubbles to form in the mixture. These air bubbles will be flatted open, causing holes to appear. Besides, by mixing the Polykit IV by means of two filler knives, you will prevent it from being contaminated as would happen when mixing on cardboard.

Application of polyester body filler

Do not mix more filler than needed. Apply it quickly, so that you have finished before the drying process sets in. Avoid the appearance of 'ridges'. Apply body filler as smooth and even as possible. When treating flat surfaces, always use a filler knife. Feather edge on the edges of the knife, tapering to the substrate. Keep the filler knife at an angle of about 60°. This is the only way to produce a dense filler layer without air hobs, which is easier to sand.

Tools

Various tools for applying polyester body fillers:

'English' knife	- for flat surfaces
Small spreaders	- for flat and slightly curved surfaces
DUO-FLEX spreader	- for large flat surfaces
Rubber spreader	- for curved surfaces

Sanding body filler

When hard dry, dry sand the Polykit IV with P80 - P120 -P180 grit and final with P220/P240 grit.
Next make the surface dust free and degrease with Sikkens M600 or M700.

Always dry flat polyester body filler, since it absorbs moisture. As a consequence, wet flatting of polyester body filler can cause great problems. For example, the steel surface underneath the filler may corrode, and the risk of blistering (appearance of blisters in the finish) is very great.

For the 'modelling' of polyester body filler, you can use a rubbing down block, a sanding file and a sanding machine. However, use a sanding machine only for initial flatting of filled areas. A really smooth surface is only achieved by means of a sanding block or a sanding file.

*Carefully blow the dust out of all pinholes with compressed air
**If there are any deep or large pinholes, apply more Polykit IV to fill and re-sand.

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Application of polyester surfacer

Sikkens Polysurfacer (optional)
It is **recommended** to apply a polyester surfacer in case the body or panels were heavily dented and many areas had to be filled with body filler.
Use Sikkens Polysurfacer for this, which is a sprayable polyester body filler.
Allow Polysurfacer to harden thoroughly according to TDS guidelines.
Using a HARD BLOCK, dry sand these areas with P120 grit sandpaper to achieve a smooth STRAIGHT surface. Pay close attention to keeping body lines straight and sharp.
Apply a guide coat and dry sand the substrate with P180 - P220/P240 grit sandpaper to remove scratches from the previous sanding step. Repeat with above step using P320 grit.
Next remove the dust and degrease with Sikkens M600 or M700.

Note▼
Polysurfacer application should not be over 300 µm.
Pay close attention to “reverse angles” and concave areas where the thickness of Polyester Spray Filler may “bridge” these lines.
Using polysurfacer on large bodyfiller repairs will minimise any paint shrinkage that may accur over time
**When using Primer Surfacer EP as a substrate; Polysurfacer is to be applied over a maximum 25µm layer of Primer Surfacer EP*

Do not wet sand Polysurfacer! Because of its sensitivity to water, inherent in all polyester based products, Polysurfacer should be sanded dry. Moisture absorbed by the Polysurfacer can cause blistering.

NOTE▼ Before applying any high build primer over Polyester spray filler, it is recommend to bake the substrate at 60ºC for 30 minutes to eliminate any moisture.

Application of High Build primer system

Epoxy primer application
On bare metal, apply 1 coat of Primer Surfacer EP as per Technical Data Sheet and flash off for 30 minutes. *It is best to fully cure Primer Surfacer EP and abrade before High Build Primer application

Note: If a drying time of 8 hours at 20°C. is exceeded, Primer Surfacer EP must be flatted prior to be recoated with a High Build Primer.

Application of High Build primer
The final priming operation requires the application of a product which provides build as well as an optimal smooth key for the topcoat subsequently applied. High Build primers will fill any scratch marks left on the substrate. It is easily flatted and they can be covered with any current topcoat system. Apply any of the following products as per their specific Technical Data Sheet:

High Build Primer
Sikkens Colorbuild Plus (use mixing ratio for Sanding: either Hardener P25, or Hardener Sanding)

Apply as per Technical Data Sheet and allow them to harden for some days. Next flat the High Build primer with P400 - P500 grit. Obviously, wet flatting with a comparable sandpaper grade is also possible (preferably P800-P1000 grit 3M Wet-or-Dry Type 314 brown). Various brands and types of sandpaper are available. Please refer to Sanding Guidelines on page 12-16.

Note: Do not flat the High Build primer until you know that that the topcoat will be applied shortly afterwards. There is a risk of poor adhesion of the topcoat if the sanded primer is left too long.

Recommended Topcoat Systems

All preparatory work completed (including masking, dusting and degreasing), the topcoat system can be applied. Please refer to the topcoat and or clearcoat Technical Data Sheet for details:

Direct gloss 2K topcoat
It is strongly advisable to use a Clear Over Base system be used on restorations, even for Solid colors. The reason is that flatting and heavy polishing of direct gloss solid color may lead to color change or “haloing” between layers or premature fading.

Basecoat
Solvent Based System: Autobase Plus (with 10% P Hardener)
Eco-Logical System: Autowave 2.0 (with 5% Autowave 2.0 Hardener)

2K Clearcoat
Autoclear Expert HS (or HSR)
Autoclear LV Superior
*Note Heavy Flatting and polishing may reduce film build.
**Ensure that a minimum of 50 microns remains after polishing or as recommended on the product TDS.

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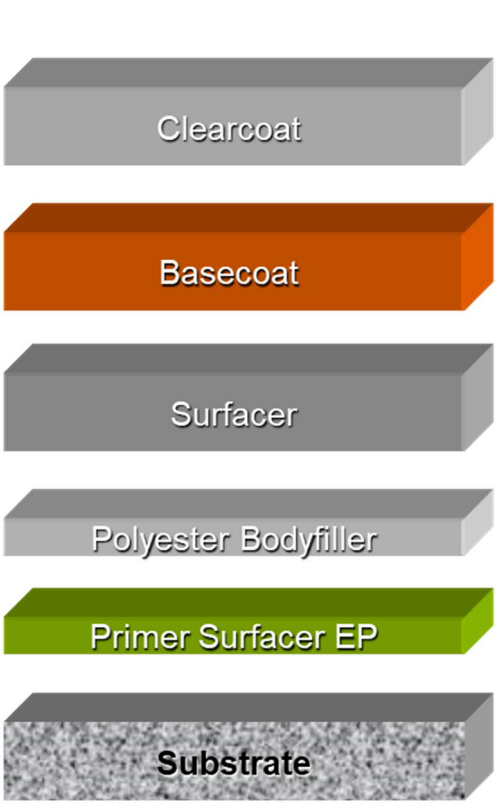
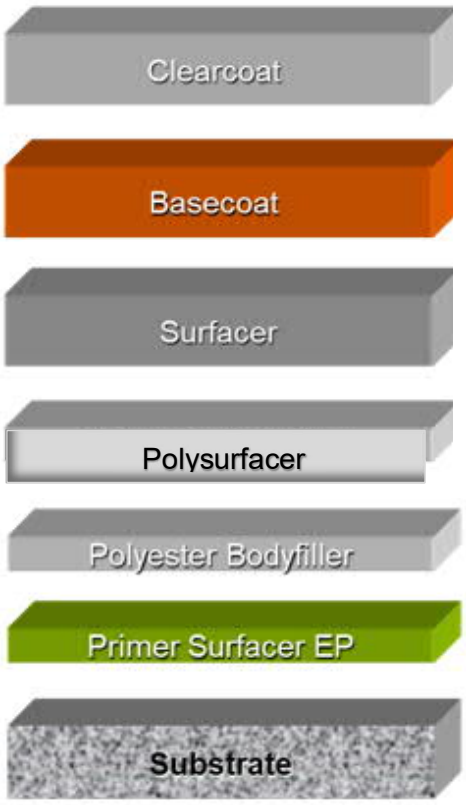
Recommended refinish systems:



Option 1



****Option 2***

It is **recommended** to apply a polyester surfacer in case the body or panels were heavily dented and many areas had to be filled with body filler as in ***option 2** above

Cleaning & Degreasing Guidelines

Before cleaning with a surface cleaner
When a repair is to be made or a finish is to be recoated, the first thing to do is to wash the car or surface of the body panels under treatment. For optimal cleaning and removal of all water-soluble contaminants. i.e., bird droppings, flies, tree sap, etc. wash down the vehicle with warm water and pH neutral detergent. Contamination of residual grease, oil, wax and silicones will not be removed.

Cleaning technique
After washing and drying of the car or the surface of the body panels, wet a clean cloth with the selected surface cleaner and clean / degrease the surface. Immediately thereafter, wipe the surface thoroughly dry with high quality absorbent degreasing cloths.
Always use two cloths, as one cloth will merely shift rather than remove dirt and grease.
Do not allow the surface cleaner to evaporate there the contamination on the surface will remain.
Wipe the surface thoroughly dry before the degreaser evaporates.
The purpose of surface cleaning is to remove residual grease, oil, wax, silicones, sand, etc. If this is omitted, residual dirt will be stuck in scratch marks during sanding. Adhesion of the paint system subsequently applied to the contaminated surface will be poor and could delaminate.
- *Replace cloths being used for degreasing and cleaning regularly by clean ones. Always place used degreasing rags in a sealed container that meets local requirements to avoid the risk of a spontaneous combustion fire.*
- *Instead of placing used (wet) degreasing rags in a sealed container place them on the floor grating of the preparation area or spray booth so that the solvents can evaporate, then place the dried cloths in the regular dustbin.*

Point of attention on surface cleaning / degreasing:
Salt residue and blistering:
With all cleaning and degreasing activities: once the surface has been cleaned, it must never be touched with the bare hand; salts, moisture and oils can be transferred to the prepared surface which may result in delamination or blistering problems. It is particularly important that hand protecting barrier creams are never used near an automobile that is to be refinished. Organic hydrocarbon-based degreasers (i.e. M600 and M700) will remove organic substances, such as fat, oil and grease originating from hands, but not salt. Water or water-based surface cleaners / degreasers (i.e. M200) however, can remove salt. Should you still have touched a sanded and cleaned surface with bare hands; degrease it again with first one of the solvent borne- and next with one of the water borne degreasers again according the recommended cleaning technique.

Degreasing and condensation on metal surfaces:
After a surface has been cleaned and degreased, solvent will evaporate. Heat is withdrawn from the surface by evaporating solvents, making the surface colder than the surrounding atmosphere, which results in (often not visible) condensation on the surface. Allow the moisture sufficient time to evaporate. The first coat of paint can be applied as soon as the surface has regained the temperature of the surrounding atmosphere. Earlier application of the coat may lead to adhesion problems. The same problem may arise if a vehicle is transferred from a cold room to a warm one or from outdoors to indoors. Allow vehicles a minimum of one hour to acclimatize. Double-walled vehicles (and certainly insulated ones) require some hours to acclimatize.

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Sanding Guidelines

1. Introduction to Sanding Sequence
2. Sanding Systems
3. Pros and Cons for Dry and Wet Sanding
4. Preparation Process Steps

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Introduction to Sanding Sequence

Step by step sanding

When repairs are made, primer and topcoat must not only adhere properly, but the topcoat must also display a nice and smooth finish when applied. Scratch marks caused by sanding should not be visible in the finish.

It is, therefore, of paramount importance to use a step-by-step sanding system. A repair always starts off with sanding of the repair area with coarse grit sandpaper. To achieve a smooth surface which provides a good key for the topcoat, it is essential to gradually minimize the coarse scratch marks generated by initial sanding, in order that these marks may not be apparent in the finish once the topcoat has been applied.

Use sandpaper of the correct grade

When new or undamaged surfaces are to be sanded it's not a matter of choosing a sanding system, but rather selecting a sandpaper grade which will sufficiently abrade the substrate, leaving a scratch mark that can be filled by the paint subsequently applied.

The fewer layers of paint applied, the less build will be achieved. Moreover, filling properties vary with each product.

For instance, a topcoat will give less build than surfacer.
It is, therefore, recommended to find out first whether the product subsequently applied is capable of filling scratch marks.

*Read the technical data sheets concerned.

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Sanding Systems

Implementation of a correct sanding system is a must for each bodyshop to ensure a good final result with all repairs. A repair starts most of the times with removing the existing paint finish by sanding the repair area with a coarse grit. To obtain a finer finish, it is necessary to remove the sanding scratches from the previous sanding step.

Brands, types and differences in coarseness:
Although sandpaper manufacturers use 'P-grades' to indicate the coarseness of the sandpaper grit, the coarsenesses of the sandpaper of the individual brands with the same number can be different. Therefore it is recommended to select one single sandpaper line. One dry and one wet sanding systems are indicated in the table below.

Dry Sanding System	Wet Sanding System
Preparation	**Wet sanding of the polyester body filler**
P80	
P120	**NOT RECOMMENDED**
P180	
P220/P240	
P320	
P400	
Final sanding	**Final sanding**
P400	**P 800**
P500	**P1000**

Note:
Coarseness of sequencing sanding steps are limited to a maximum. These sanding steps are different for the dry and wet sanding steps system.
*Dry sanding, do not take larger steps than * 100 in coarsenes
*Wet sanding, do not take larger steps than * 200 in coarsenes

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Sanding Step System (P80) – P120 – P180 - P220/P240 – P320 – P400 – P500

		Repair process step
Note:		**For dry sanding, do not take larger steps than * 100 in coarsenes**
		Degreasing the surface
	*P80* P120 P180-P220/P240	*Optional; quick removing of the existing finish* Removing the existing finish, creating featheredge Removing the existing finish, creating featheredge
		Degreasing the surface
		Polyester body filler application
	*P80* P120 P180-P220/P240	*Optional: initial sanding step for sanding the polyester body filler* 1st step sanding the polyester body filler 2nd sanding step of the polyester body filler
	P220/P240 P320 P400	Removing the previous created sanding marks of P80 – P120 – P180 - P220/P240, sanding the featheredge Extending the featheredge by removing the P220/P240 sanding marks. Final sanding step when the surfacer will be applied on the total panel. Sanding the outer area of the featheredge. Final sanding step prior to filler application when executing a spot repair Final sanding step for wet on wet application
		Degreasing the surface
		Primer / Filler / Surfacer application
	P320-P400	Flatting the repair area (Filler / Surfacer) by rubbing down block to level the irregularities of the repaired area
	P500	Minimum sanding step prior to topcoat application
	P800 P1000	Minimum sanding step prior to single stage topcoat application Minimum sanding step prior to basecoat application
Note:		**For wet sanding, do not take larger steps than 200 in coarsenes**
		Final degreasing of the surface before masking / topcoat application

4. Pros and Cons for Dry and Wet Sanding:


Surfacers and existing finishes can be sanded by waterproof sandpaper but **never** sand polyester body filler wet.
Polyester body filler absorb water causing paint failures like:

- Blistering
- Poor Adhesion
- Rust forming under the polyester body filler

Pros:
Dry sanding takes less time than wet flatting, because:

- You have a good view of the job, so that interruptions are not necessary.
  This is not the case with wet sanding, as the surface must be wiped dry regularly to check whether it has been flatted completely.
- Dry sanding works faster, because of the direct contact between sandpaper and substrate.
- Contrary to wet sanding, dry sanding does not require washing down, wiping dry and allowing the substrate to dry afterwards.
- There is a wider choice of tools available for dry sanding than for wet sanding
- Residues generated by dry sanding are easier to remove than those generated by wet sanding. There is less risk of dust sticking strongly to the substrate.
- Dry sanding carries less risk of blistering than wet sanding. The fact is that after wet sanding residual dust may stick to the pores, subsequently absorbing and retaining moisture, which will cause blistering under the topcoat.
- Wet sanding of polyester body filler carries the risk of water being absorbed by the body filler. This water will come into contact with the steel surface, causing corrosion underneath the surfacer or blistering under the topcoat.
- During spraying, there is no risk of residual water being blown from joints of window rubbers and strips.

Cons:

- Dry sanding generates large amounts of dust.
  This can be prevented though by using sanding machines that are connected to dust extracting units or to a central dust extracting system, and a shop floor fitted with sanding facilities combined with positive pressure.
- It requires investments in tools and equipment.
- Sandpaper for dry sanding does not last as long as waterproof sandpaper.
- It carries a greater risk of ‘cutting through’ of ‘sharp’ edges.

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Recommended System

Product	Application Process
	Varify color code and check
	Wash panel/vehicle prior to repair.
	Choose best coarse of action paint removal • Mechanical • Media blast (mild – aggressive) • Chemical
	Depending on paint removal course of action, clean the surface appropriately before sanding *See TDS:* *S4.02.02 Anti Static silicon Remover* *S4.03.01 M200 waterborne cleaner*
	Sand appropriately according to substrate
	Apply **Primer Surfacer EP**. *For detailed info:TDS S2.04.3 Primer Surfacer EP*
	Abrade the **Primer Surfacer EP** *For detailed info:TDS S2.04.3 Primer Surfacer EP*
	Make the substrate dust-free and degrease again with **M700 Antistatic Silicone Remover**.
	Apply **Polykit IV** *For detailed info:TDS S4.05.9 Polykit IV*
	Level down the polyester body filler P80 → P120 → P180 → P240.

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		Make the substrate dust-free and degrease again with **M700 Antistatic Silicone Remover**.
		On exposed bare steel areas (rub throughs) *For detailed info: TDS S2.04.3 Primer Surfacer EP*
		Abrade the **Primer Surfacer EP** *For detailed info:TDS S2.04.3 Primer Surfacer EP*
		Make the substrate dust-free and degrease again with **M700 Antistatic Silicone Remover**.
		**Optional:** Apply **Polysurfacer** *For detailed info:TDS S3.05.01 Polysurfacer*
		Sand Polysurfacer *For detailed surface preparation see TDS S8.06.02*
		Make the substrate dust-free and degrease again with **M700 Antistatic Silicone Remover**.
		Apply 2-3 coats **Colorbuild Plus Sanding** *For detailed info: TDS S2.02.02 Colorbuild Plus*
		Finish primer surfacer after the required drying time with final sanding steps.
		Make the substrate dust-free and degrease again with **M700 Antistatic Silicone Remover**.
		When applying Autowave 2.0 Make the substrate dust-free and degrease with **M200** Surface Cleaner.

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Topcoat Application Conventional (clear over base)

Basecoat Solvent
Autobase Plus (with 10% P Hardener)
See: TDS S05.02.65 Autobase Plus

Apply **Autoclear Expert HS** (or **HSR**)

See: TDS S1.05.32 Autoclear Expert HS
See: TDS S1.05.32a Autoclear Expert HS HSR

Topcoat Application Eco-Logical (clear over base)

Basecoat Waterborne
Autowave 2.0 (with 5% Autowave 2.0 Hardener)
See: TDS 5.02 / S1.09.03 Autowave MM 2.0

Apply **Autoclear LV Superior**

See: TDS S1.05.01 Autoclear LV Superior
Note: When sanding and heavy polishing is required, a third coat may be applied after the stated flash-off times at 20°C.

Topcoat Application Conventional (2K single stage direct gloss)

Apply **Autocryl Plus**

See TDS S5.02.49 Autocryl Plus

Topcoat Application Eco-Logical (2k single stage direct gloss)

Apply **Autocryl Plus LV**

See TDS S5.02.78 Autocryl Plus LV

For infra red cure times

See TDS S9.01.01 Infra Red Drying CR Products

Always read the Material Safety Data Sheet and Technical Data Sheet before using a product if available:
sikkensvr.com/au

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General information

Application conditions

Do not apply two pack products at temperatures below 10°C and/or if relative humidity exceeds 75 %. For further details we refer to the Technical Data Sheets of the products concerned.

The effectiveness of our systems is based on laboratory research and many years' practical experience. We guarantee that the quality of the work performed according to our system meets the Akzo Nobel Car Refinishes standards, provided that our instructions are carefully followed and the work is performed in accordance with the requirements as to good craftsmanship. We decline any responsibility if the final result is affected by factors beyond our control. The customer has to determine the suitability of the delivered products for the intended application by using the means which normally are at his disposal.

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