

Steps	Description	Special notes
1	Use a little polishing liquid on the felt disc or on the foam plate	Polishing liquid
2	Repaint the sanded zone and the whole component	P2000
3	Polish until the product has disappeared	The abrasion will decrease progressively during polishing
4	Use a little polishing liquid on the felt disc or on the foam plate	Polishing liquid
5	Wipe with a sheepskin finishing cloth	Sheepskin



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Note:

In compliance with the new European directive on recycling automobiles, vehicles manufactured after 1st July 2003 must no longer contain lead-based products.



Precisely, for bodywork repairs, these vehicles must no longer be repaired with tin solder, which contains a major proportion of lead.

The replacement solution for this type of operation is the use of aluminium loaded polyester mastic.

1. POLYESTER MASTIC

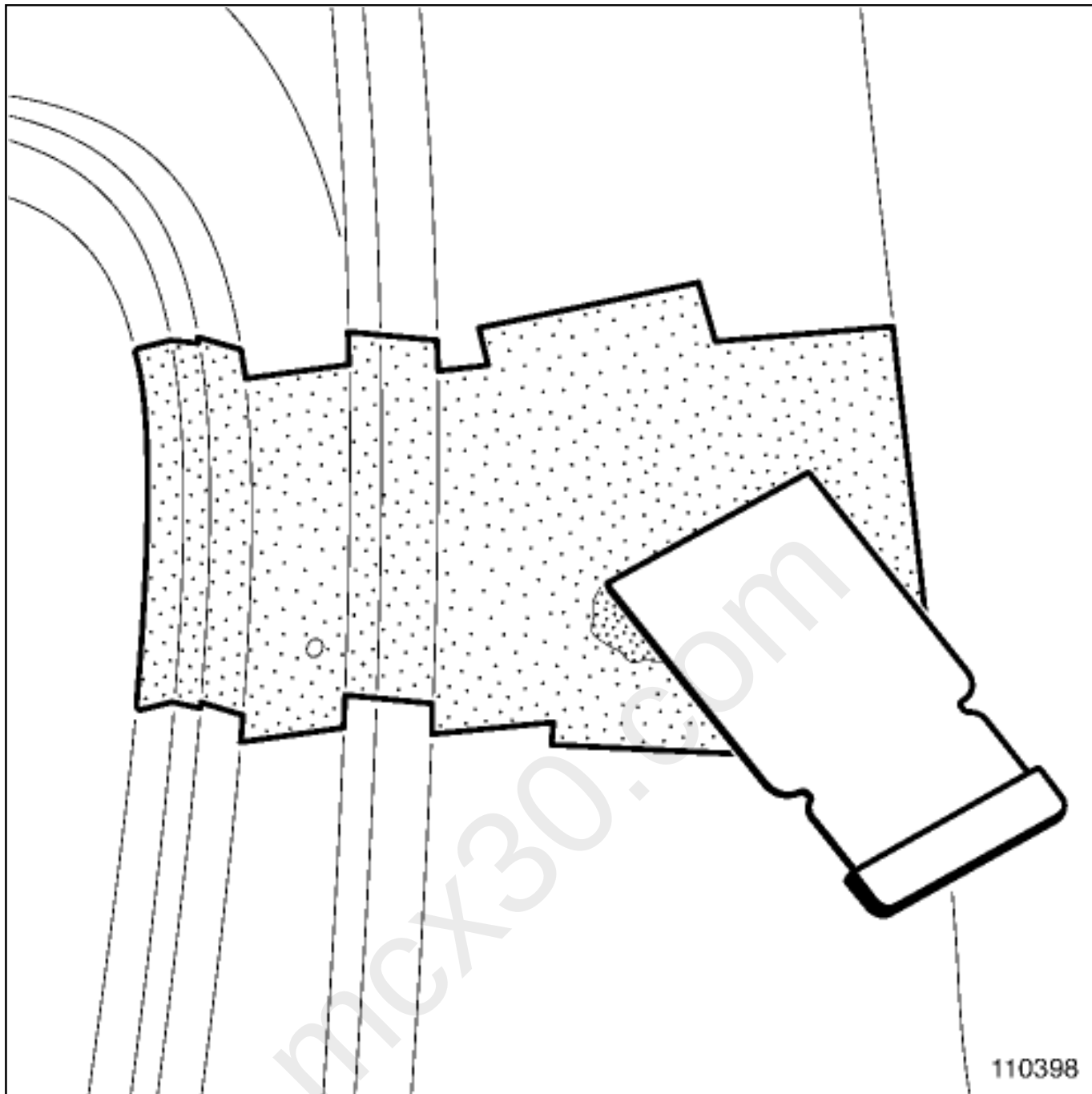
Use of bi-component polyester mastic for curves. The choice of the mastic polyester is made according to the nature of the support following the instructions in the Product technical datasheet.

This product is used only for surface finishing, and can never be used to remedy a lack of sheet thickness or be used as reinforcement to fill in a fold on a structure component.



Types of repair operations where surface finishing mastic is used:

- - finishing after filing down chain bead welds,
 - finishing the curve of a straightening job by "pull nail" type inertia,
 - surface finishing of straightened zones,
 - finishing of a scratch caused by hail or other causes.



Advantages:

- Easy to implement.
- Rapid drying.
- Easy to sand.

Disadvantage:



No adhesion on surfaces applied with pre-treatment primer or non sanded surfaces.



Operator protection:



■ obligatory respiratory protection,



■ use extra ventilation source,



obligatory hand protection.

2. PREPARATION



Note:

Observe the legislation in force in the country for all product usage.

Sand the repaired zones with P80 to P120.

Sand the edges of the zones to be repaired. Overlap the surface by approximately 60 to 70 mm for better adhesion of the mastic. Sand with P150 to P180.

(see 05B, Equipment and Tools, Tools for sanding a structural component: Use)

Dust the zones to be repaired by suction or with a cloth.

Blow and degrease with surface cleaner the zones to be repaired.

Vehicle: Parts and consumables for the repair



Note:

An excess of hardener in the mastic causes rings (modification of the pigmentation) that will be visible when the vehicle is painted [Paint fault: Description](#) (Technical Note 592A, 90A, General information).

Prepare the mastic, respecting the proportions of the hardener in accordance with the Product technical datasheet .

Comply with the drying times in accordance with the Product technical datasheet. It is recommended to use an infrared drying device to accelerate drying and facilitate sanding.



Method for sanding the mastic:

- Sand from the centre towards the exterior without touching the edge of the mastic.
- Remove the scratches created previously by the sanding by starting to level the edges.
- Sand the whole area to be repaired, overlapping by 150 to 200 mm with P240 to P280 in order to apply undercoat.

Dust the zones to be repaired by suction or with a cloth.

Blow and degrease with surface cleaner the zones to be repaired.



Note:

Wet sanding of mastics is forbidden.

3. APPLICATION

1- SMALL SURFACES

Apply the mastic in a single coat, on the whole of the repaired surface creating a dome shape in the centre.

Comply with the drying times in accordance with the Product technical datasheet. It is recommended to use an infrared drying device to accelerate drying and facilitate sanding.

2- LARGE SURFACES

Fill in the faults remaining after panelwork operations by combing over with mastic.

Apply a second thick layer covering the entire zone to be repaired, three or four minutes (without prior sanding) after application of the first mastic layer.