

■ wings,

protective mouldings.

or as thermosetting plastics:

■ wings,

■ bonnet,

■ doors,

■ tailgate,

■ leaf spring,

driveshafts.



Repair-40x01x45x10-02x21-1-1-1.xml



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PLASTIC MATERIAL BODYWORK COMPONENT: PRECAUTIONS FOR THE REPAIR



Note, one or more warnings are present in this procedure



1. PROTECTIVE GEAR



WARNING

Always wear protective gear (gloves, goggles and breathing masks).

Use extra ventilation source.

Use a supplied air mask if the area is not ventilated.



Note:

When repairing SMC type composite material, it is advisable to wear an antistatic suit.

2. RECOMMENDATION



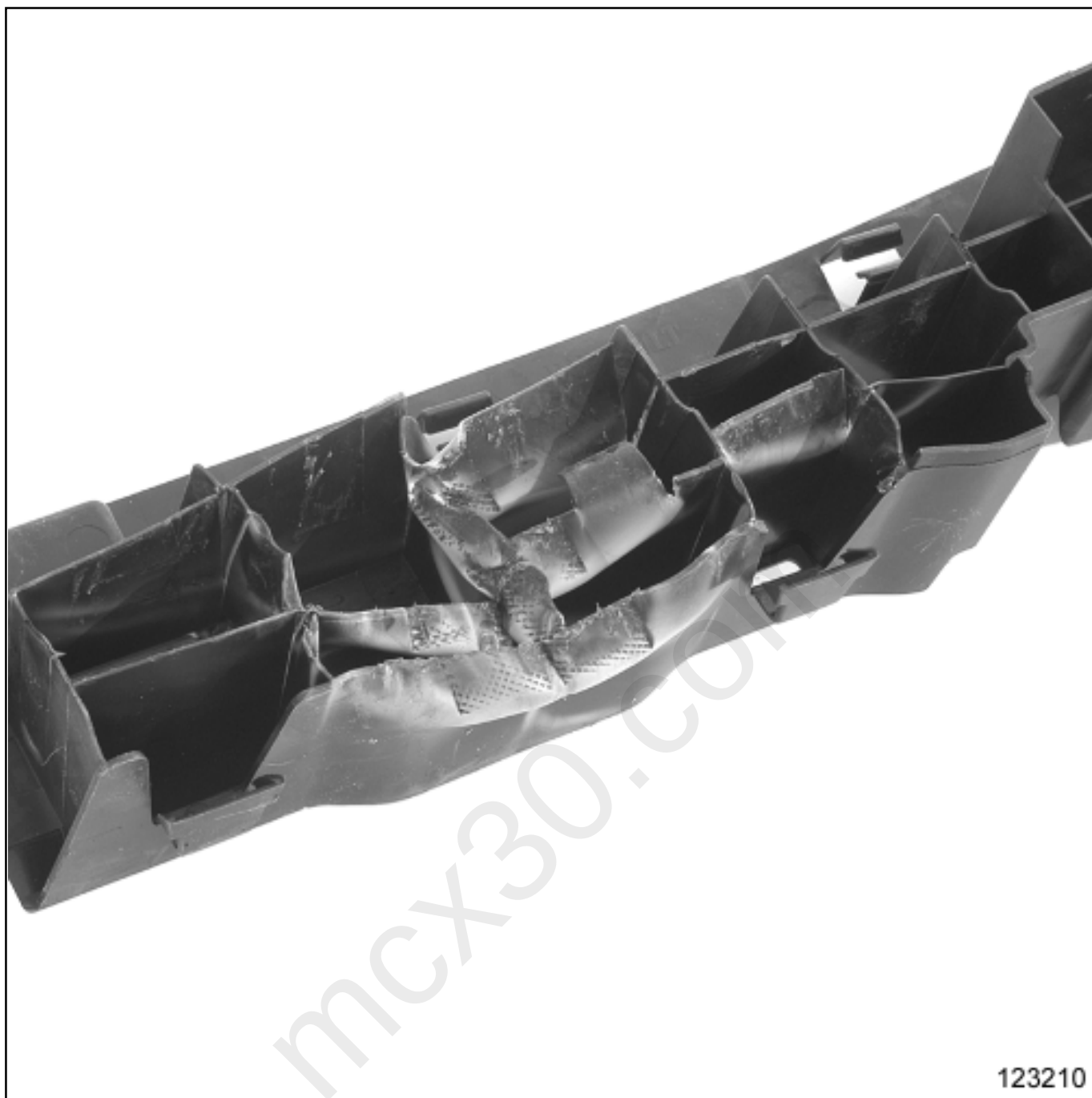
Note:

It is necessary to remove the part to be repaired, in order to check that the components located around the edge are not damaged.



Note:

It is recommended to limit the rotation speed when sanding with the orbital sander in order to prevent plastic material from overheating and the formation of dirt.



It is forbidden to carry out any repairs to safety components or areas such as absorbers, diffusers and any components which are listed in the vehicle's repair manual as components which cannot be repaired.

Fractures and tears must not exceed 100 mm in length and must be located outside the bumper absorber areas and away from the safety components.

The holes must not exceed 50 mm in diameter and must be located outside the bumper absorber areas and away from the safety components.

In all cases, the surface to be repaired should not exceed 20 cm².

1- FOR BONDING:

If the primer is too thick, this will always cause loss of adherence when the product attaches.

Do not accelerate the primer drying time using infra-red light. Respect the primer drying time (refer to the manufacturer's instructions).

Apply the resin in the form of a dome in order to avoid damaging the support.



Note:

It is forbidden to repair Noryl. The composition of the material is likely to contain recycled products which are incompatible with the bi-component repair mastic.

2- FOR THE WELD:



Note:

The weld repair is carried out with the component removed.

The repair procedures differ depending on the type of plastic used.

For ABS, ASA and Polycarbonate materials, only fractures can be repaired. The composition of the filler rod does not adhere to these materials.

For Noryl materials, it is only possible to repair holes.

Welding is not possible on composite materials.

Never melt a piece of recovered plastic to perform a repair.

Do not use any other mesh than the one contained in the kit due to a risk of oxidation.

It is necessary to preheat and melt the rod by half its thickness, before contact with the support. This step activates the bonding agents contained in the rod.