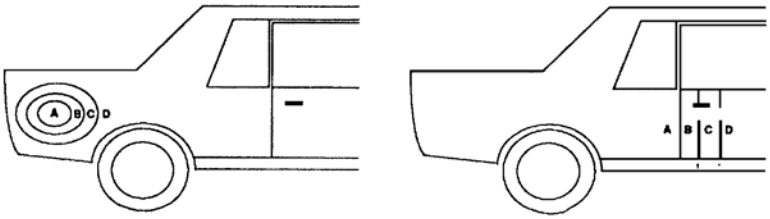
# SPOT REPAIRS WITH AUTOBASE® PLUS

## DESCRIPTION:

The term spot repair is understood to include all repairs to damaged areas resulting in the repaired area blending invisibly into the still intact existing finish. As a result, the car refinisher is not compelled to spray large panels in the case of minor damage. The spot repair technique also enables minor differences in color and effect between the original car finish and the refinish to be made invisible.

## PREPARATION:




Clean all areas: first degrease with M600 Surface Cleaner. In areas where VOC emission regulations apply, use recommended compliant Sikkens Surface Cleaner.

In the above drawings, area “A” is the area under repair. Shape it and build up the area using the appropriate products. After the products have dried, sand the area under repair “A” as well as the adjacent area “B”. When spot repairs are made, wet sanding by hand is preferred.

Sand areas “A” and “B” with waterproof #P600 to #P800 grit paper wet. Thoroughly scuff areas “C” and “D” (whole panel) with a *grey* scuff pad, Blend-Prep and water, or alternately prepare areas “C” and “D” with a good quality DA sander using a 3M interface pad and #P1000 grit sanding disk.

If blending of the clearcoat is inevitable (sail panels), apply some Sikkens Blend-Prep on a damp sponge, and scuff until gloss is removed, or alternately prepare (sail panels) by lightly scuffing with a 3M Clear Blend Prep Pad #07745 (gold). Thoroughly clean areas with a compliant Sikkens Surface Cleaner.

## APPLICATION OF AUTOBASE PLUS SPOT REPAIRS:

1. 

Contains acrylic resins and other ingredients.

2. 

100:50
Autobase Plus
Autobase Plus Reducer

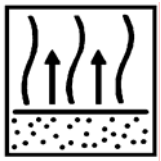
3. 

Use the Sikkens Measuring Stick #1 (Black).

# SPOT REPAIRS WITH AUTOBASE® PLUS

## APPLICATION CONTINUED

**For Autobase Plus solid colors:**

| | | | |
|---|---|---|---|
| 4. |  | 2X1<br>HVLP Siphon<br>1.8–2.2 mm<br>HVLP Gravity<br>1.3–1.5 mm<br>Max 10 psi (max 0.8 bar) | **Application Method:**<br>Spray single coats of Autobase Plus in areas A & B until opacity is achieved. Extend each coat slightly beyond the previous one. Flash between coats |
| 5. |  | 3–5 minutes at 70°F (20°C) | It is acceptable to accelerate flash by blowing air on the spot repair with the spray gun. Tack off between coats. |

## SOLID COLOR FADEOUT:

Prior to applying the fade out coats, add to the ready to spray color, 50 parts by volume Reducer SRA 7.0. This will make the color transparent, facilitating a more uniform blend with the original color.

| | | | |
|---|---|---|---|
| 6. |  | 100:50<br>Autobase Plus Color RTS<br>Reducer SRA 7.0 | **Mix as follows:**<br>100 parts by volume Autobase Plus RTS<br>50 parts by volume Reducer SRA 7.0 |
| 7. |  | 1x1<br>HVLP Siphon<br>1.8–2.2 mm<br>HVLP Gravity<br>1.3–1.5 mm<br>Max 10 psi (max 0.8 bar) | With this transparent color, spray 1 thin coat, extending beyond the repair area. Fading out into area “C”. |
| 8. |  | 15–20 minutes at 70°F (20°C) | Allow 15–20 minutes at 70°F (20°C) before final tack and applying the clearcoat. |
| 9. |  | Apply Autoclear III or<br>Autoclear HS + | |

# SPOT REPAIRS WITH AUTOBASE® PLUS

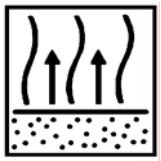
**APPLICATION:**

**For Autobase Metallic Colors:**

4. 

2x1
HVLP Siphon
1.8–2.2 mm
HVLP Gravity
1.3–1.5 mm
Max 10 psi (max 0.8 bar)

**Application Method:** Spray 1 medium coat of Autobase Plus metallic in areas “A” and “B”. After 3–5 minutes flash off, spray the same area under repair until opacity is achieved, extending each coat. Flash between coats.

5. 
3–5 minutes at 70°F (20°C)

It is acceptable to accelerate flash by blowing air on the spot repair with the spray gun. Tack off between coats.

6. 

1–2x1

Lower air pressure, apply in areas A and B, extend distance and fade out into areas “C” and “D”, extending well into these areas. Lowering the air pressure is not necessary with HVLP. However, it may be done for color control.

7. 
15–20 minutes at
70°F (20°C)

Allow 15–20 minutes at 70°F (20°C) before final tack and applying the clearcoat.

8. 
Apply Autoclear III or
Autoclear HS +

**NOTES:**

The best color control is usually achieved by adjusting the air pressure and gun distance. Tack off between coats.

Fade out by extending application into areas “C” and “D”. Do not trigger off while pointing the gun at the repair panel. After each application, remove dry overspray with a Sikkens 1•2•3 Tack Cloth.

# SPOT REPAIRS WITH AUTOBASE® PLUS

## ALTERNATE PROCESS:

It is also possible, prior to applying Autobase Plus and fading out, to spray 1 single coat of Autobase Plus Blending Additive. Flash off for 3-5 minutes, and then follow directions on “Spot Repairs with Autobase Plus”.

Using this Autobase Plus Blending Additive assists in an invisible blend as far as color, flip tone and effect are concerned.

## APPLICATION OF CLEARCOAT:

Autobase Plus is sufficiently dry to clear coat after 15-20 minutes at 70ºF (20ºC). Tack the entire repair area and clearcoat with Autoclear III, Autoclear HS + or Autoclear Vision HS.

**Note:** Use clearcoat appropriate to product performance. Refer to Autoclear III, Autoclear HS + or Autoclear Vision HS technical data sheets.

**EXAMPLE, AUTOCLEAR III:**

1. 
   Contains xylene and other ingredients. When mixed, also contains isocyanates.

2 
   100:50:30
   Autoclear III
   Standard Hardener
   Production Activator

3. 
   Use the Sikkens Measuring Stick #1 (Black).

4. 

   2x1
   HVLP Siphon
   1.8–2.2 mm
   HVLP Gravity
   1.3–1.5 mm
   Max 10 psi (max 0.8 bar)

5. 
   5 minutes at 70°F (20°C)

**Application Method:**
Spray 2 single coats of Autoclear III, the last coat over entire panel. Allow 5 minutes flash time after each coat. Limit the application of coats right next to an adjacent panel.

# SPOT REPAIRS WITH AUTOBASE® PLUS

## APPLICATION OF CLEARCOAT (CONTINUED):

6. 

7 hours at 70°F (20°C)
20 minutes at 140°F (60°C)

## BLENDING OF CLEARCOAT:

Akzo Nobel Coatings/Sikkens strongly recommends the application of clear coat over the whole panel.
There are, however, instances where this is not practical. Such as repairs on older vehicles where economics would dictate that a warranty is not required. In these instances, it may be acceptable to blend the clear coat into small areas such as a rocker panel or sail panel, vertical areas only. This procedure is not warranteed or OE approved

## Example for Autoclear III

**Note:** Procedures listed below should also be used for Autoclear HS +. Refer to your local VOC regulations for "Specialty Coating" compliance.

## Application Method:

When blending of the clear is inevitable (sail panel). Hard line each coat (do not fade out) and extend the application of the final coat.

1. 

100:50
Autoclear III, ready to spray
Reducer SRA 7.0

After the last coat of clear is sprayed in the sail panel area, add to the ready to spray clear 50 parts by volume Reducer SRA 7.0

2. 

Use the Sikkens Measuring Stick

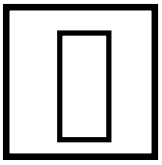
3. 


1 x 1
HVLP Siphon
1.8–2.2 mm
HVLP Gravity
1.3–1.5 mm
Max 10 psi (max 0.8 bar)

Apply one single coat of this reduced clear over the hard line overspray edge. Into the prepared area (sail panel), melting in previous overspray.

# SPOT REPAIRS WITH AUTOBASE® PLUS

## Application Continued

| | | | |
|---|---|---|---|
| 4. |  | Reducer SRA 7.0<br>Ready to Spray | Use pure Reducer SRA 7.0 to dissolve overspray edge. |
| 5. |  | 2 x 1 | Spray 1 thin coat. Flash for 15 seconds. Apply a final thin coat. |

**AFTER TREATMENT:** After the repair is completely dry, the fade out area (if any) may be polished with an ultra-fine polishing compound and waxed. (Please see *Dry-To-Polish* time of the products used.)

**NOTE:** Refer to the following Technical Data Sheets for more information:
—Autobase Plus Blending Additive
—Autobase Plus Solid, Metallic and Pearl Colors
—Autoclear III
—Autoclear HS +
—Autoclear Vision HS

## SAFETY DATA:

**READY TO SPRAY VOC:** Autobase Plus 100:50 with Autobase Plus Reducer:
6.5 lb/gal 780 g/liter

**NOTICE:** Do not handle until the Material Safety Data Sheets have been read and understood. Regulations require that all employees be trained on Material Safety Data Sheets for all chemicals with which they come in contact. The manufacturer recommends the use of an air-supplied respirator when exposed to vapors or spray mist.