

- SMART SPOT REPAIR
& IDENTIFICATION
- PANEL REPAIR
- FAST TRACK REPAIR
- PLASTIC REPAIR



BEST PRACTICES

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OVERVIEW

The Valspar Automotive best practices brochure is a set of standard operating procedures to repair small to medium damages. Using DeBeer Refinish systems, the process steps are simple and to the point. Repairs can be completed correctly and efficiently, keeping work flow at an optimum and vehicle owners satisfied.

WHY IMPLEMENT STANDARD OPERATING PROCEDURES INTO YOUR BODY SHOP?

Standard operating procedures enable Body shops to repair and paint just the damaged area of the vehicle, rather than painting the whole panel or bumper. Depending on size and position of the damaged area and car colour. They are smaller repairs which can be completed quickly, often within the same day. This improved efficiency will increase the turnaround of repairs within your Body shop, but also will satisfy your customers. Vehicle owners will have their repairs completed quicker and reduce the need for loan vehicles.

In Europe, many Body shops have even gone so far that they offer an office for business people including internet access, so the vehicle owner can work in the shop while their car is being repaired.

WHAT TYPES OF VEHICLE DAMAGE ARE SUITABLE TO BE REPAIRED USING THE BEST PRACTICES BROCHURE?

- Bumper repairs including bumper scratches, bumper scrapes and bumper chips

- Scratch repair including paint scratches, key scratch and car park scratches
- Minor dent repairs on both panel and plastic parts

IDENTIFICATION

Not all vehicle damage is suitable to be repaired using the standard operating procedures. Use our simple guide to identify which damages are suitable.



GREEN AREAS

Easily repaired in the lower regions of vehicle.

AMBER AREAS

Depending on the vehicle colour, these areas can be easily repaired.

RED AREAS

With difficult colours, Smart Repair Systems should not be used in the centre of these panels. Work only from edge to edge.

SMART SPOT REPAIR & IDENTIFICATION



01



PREPARATION

- Inspect small damage area.
- Degrease and clean.
- Cleaning:
 - Air blow.

02



COLOUR CHECK

- Option 1: Use the Valspar Spectrophotometer.
- Option 2: Check for identification plate colour code.
- Refer to Valspar Color Box.
- Check for the best match.
- Mix the formulation in the required quality and quantity.

03



MASK & SAND

- For small repairs, use small tools like sanders - as this will keep the repair area small.
- Sanding with P180-P240-P320.
- Blending area P1000 or P2000 Trizact or equivalent.
- Clean, degrease and tack rag once more before masking.

04



SURFACER APPLICATION

- Apply 2-3 coats of surfacer:
 - Aerosol or
 - Spray gun.
- Drying:
 - Infra Red or
 - Force drying at 60°C/140°F.

05



SANDING

- Final sand the surfacer with P400 or P500.
- Final degreasing and cleaning before basecoat application.
- Cleaning:
 - Air blow and tack rag.

06



BASECOAT APPLICATION

- Use a small spray gun to keep the repairs small, use 1-1.5 bar air pressure.
- Apply the basecoat.
- Dry the basecoat sufficiently.
- Apply the final coat at 1 bar, dropcoat to avoid mottling and for colour match.
- After final flash off tack rag carefully.

07



CLEAR COAT APPLICATION

- Use a small spray gun to keep the repairs small, use 1-1.5 bar air pressure.
- Apply 2 overlapping coats with flash off.

FADE-OUT CLEAR COAT

- Over reduce the clear with 100% spot repair thinner and extend the area. Once more over reducing can be done for very smooth repairs (no orange peel).
- Or use the aerosol DeBeer Refinish 1-231 Fade-Out Thinner.

08



DRYING

- Infra Red drying has the preference as that is the most economical and fastest way or
- Force drying at 60°C/140°F.

09



POLISHING

- Polish the fade out area with a fine polish.
- If the blend was done in P1000:
 - Sanding with P2000
 - P3000 can be done if needed.
- Use a small polishing machine with max 1500 rpm.
- Polish from the outside in.

10



FINISHED

- Hand over vehicle to happy & satisfied customer.

PANEL REPAIR



01



PREPARATION

- Inspect small panel damage.
- Degrease and clean.
- Cleaning:
 - Air blow.

02



COLOUR CHECK

- Option 1: Use the Valspar Spectrophotometer.
- Option 2: Check for identification plate colour code.
- Refer to Valspar Color Box.
- Check for the best match.
- Mix the formulation in the required quality and quantity.
- Make spray out for colour match.

03



SAND & ROUGH MASK

- Sanding with P120-P240-P320.
- Clean and degrease.
- Rough masking application.
- Clean and degrease once more.
- Cleaning:
 - Air blow and tack rag.



ETCH PRIMER APPLICATION

- Apply 1 coat of etch primer on bare metal areas.
- Flash off for 10 minutes.
- Cleaning:
 - Tack rag.



SURFACER APPLICATION

- Apply 2-3 coats of surfacer on the repair area.
- Drying:
 - Infra Red or
 - Force drying at 60°C/140°F.



SANDING

- Sand the surfacer with P400-P500 with a soft pad.
- Sand the rest of the panel with a grey pad P1500 or equivalent.
- Guide coat for each if the sanding steps, removing any imperfections.



DEGREASE & CLEAN

- Final degreasing and cleaning before basecoat application.
- Cleaning:
 - Air blow and tack rag.



BASECOAT APPLICATION

- Apply the basecoat.
- Flash off sufficiently.
- Apply the final coat at 1bar, dropcoat to avoid mottling and for color match.
- After final flash off tack rag carefully.



CLEAR COAT APPLICATION

- Apply clear coat in 1,5 or 2 thin closed layers with flash off.
- **TIP** - For light metallic colours, only apply 1 coat of clear over the end of panel if possible to avoid darkening or colour change.



DRYING

- Infra Red drying has the preference as that is the most economical and fastest way or
- Force drying at 60°C/140°F.
- **TIP** - Points to take care of when using Infra Red: distance, half or full bake cycle, time & temperature (max 70°C/158°F). Keep enough distance between plastic parts and Infra Red to prevent deformation (check instructions Infra Red).



POLISHING

- Sand with P2000 or P3000 and polish if required.



FINISH

- Hand over vehicle to happy & satisfied customer.

FAST TRACK REPAIR



01



PREPARATION

- Inspect repair areas.
- Dismantle.

02



COLOUR CHECK

- Option 1: Use the Valspar Spectrophotometer.
- Option 2: Check for identification plate colour code.
- Refer to Valspar Color Box.
- Check for the best match.
- Mix the formulation in the required quality and quantity.
- Make spray out for colour match.

03



DEGREASE & CLEAN

- Degrease and clean.
- Cleaning:
 - Air blow.

04



SANDING

- Sanding with P120-P240-P320.
- Make sure that the polyester body filler goes on bare metal.
- Degrease and clean.
- Cleaning:
 - Air blow.

05



BODY FILLER APPLICATION

- Apply body filler with correct tools e.g. putty knives, rubber squeezy.

06



SANDING FILLER

- Sand with P120/P180, P240, P320.
- Use a guide coat to reveal pinholes and scratches.
- Feather edges with P320-P400.
- Mask the areas to be primed.
- Degrease and clean with ONLY solvent borne degreaser.
- Cleaning:
 - Air blow and tack rag.

07



SURFACER APPLICATION

- Air blow and tack rag.
- Apply etch primer.
- Apply 2-3 coats of surfacer.
- Allow for flash off between coats.
- Spray outside inwards.
- Drying:
 - Infra Red or
 - Force drying at 60°C/140°F.

08



FINAL SAND, CLEAN & MASK

- Sand carefully using P320, P400, P500 and abrade adjoining areas with grey pad P1500 or equivalent.
- Final degreasing and cleaning before basecoat application.
- Cleaning:
 - Air blow and tack rag.

09



BASECOAT APPLICATION

- Apply the basecoat.
- Drying:
 - Flash off the basecoat sufficiently.
- Apply the final coat at 1 bar, correction coat to avoid mottling and for colour.
- After final flash off tack rag carefully.

10



CLEAR COAT APPLICATION

- Apply clear coat in 1,5 or 2 thin closed layers with flash off.
- **TIP** - For light metallic colours, only apply 1 coat of clear over the end of panel if possible to avoid darkening or colour change.

11



DRYING

- Infra Red drying has the preference as that is the most economical and fastest way or
- Force drying at 60°C/140°F.
- **TIP** - Points to take care of when using Infra Red: distance, half or full bake cycle, time & temperature (max 70°C/158°F).

12



FINISH

- Hand over vehicle to happy & satisfied customer.

PLASTIC REPAIR



01



PREPARATION

- Inspect small plastic repair damage.
- Degrease and clean repair area & adjacent area.
- Cleaning:
 - Air blow.

02



COLOUR CHECK

- Option 1: Use the Valspar Spectrophotometer.
- Option 2: Check for identification plate colour code.
- Refer to Valspar Color Box.
- Check for the best match.
- Mix the formulation in the required quality and quantity.
- Make spray out for colour match.

03



SAND & ROUGH MASK

- Sanding with limited step increments e.g. P120-P240-P320.
- Area where blending, sand with P1000 - P2000 Trizact or equivalent.
- Clean and degrease.
- Rough masking application.
- Clean and degrease once more.
- Cleaning:
 - Air blow and tack rag.

04



FINAL MASKING

- For small repairs, mask directly for basecoat application.
- Place masking paper over the top of this for priming.
- Degrease:
 - Anti static degreaser
 - Airblow and tack rag.

05



PLASTIC PRIMER

- Apply 1 coat of plastic primer on the repair area.
- Flash off.

06



SURFACER APPLICATION

- Apply 1-3* coats of surfacer allowing for flash off in between.
*Depending on final sanding & filling requirements.
- If repairing a flexible plastic part, you will be required to add the elastic additive when mixing to give the primer filler more flexibility over a plastic part, this can be added from 5-30% depending on how flexible the part is, consult TDS for more detailed information.
- Drying:
 - Infra Red or
 - Force drying at 60°C/140°F.

07



FINAL SAND & CLEAN

- Sand carefully using P400 or P500 for final sand.
- Final degreasing, cleaning and tack rag before basecoat application.
- Cleaning:
 - Air blow and tack rag.

08



BASECOAT APPLICATION

- Apply 1-2 coats, or until dropcoat is covered.
- Spray at lower pressure and overlap each coat.
- Flash off as required.

09



CLEAR COAT APPLICATION

- If repairing a flexible plastic part, you will be required to add the elastic additive when mixing to give the clearcoat more flexibility and stone chip resistance over a plastic part, this can be added from 5-30% depending on how flexible the part is, consult TDS for more detailed information.
- Apply 2 overlapping coats with flash off.

FADE-OUT CLEAR COAT

- Over reduce the clear with 100% spot repair thinner and extend the area. Once more over reducing can be done for very smooth repairs (no orange peel).
- Or use the aerosol DeBeer Refinish 1-231 Fade-Out Thinner.

10



DRYING

- Infra Red drying has the preference as that is the most economical and fastest way or
- Force drying at 60°C/140°F.
- **TIP** - Points to take care of when using Infra Red: distance, half or full bake cycle, time & temperature (max 70°C/158°F). Keep enough distance between plastic parts and Infra Red to prevent deformation (check instructions Infra Red).

11



POLISHING

- Before starting to polish - check for through hardening.
- If areas still soft, IR dry once more.
- Polish with a fine compound at low speed to avoid generating heat.
- Complete with a finishing polish.

12



FINISH

- Hand over vehicle to happy & satisfied customer.

DEBEER REFINISH

A Valspar Automotive brand

DeBeer Refinish is a Valspar Automotive brand. Valspar Automotive is part of the listed Valspar Corporation. Founded in 1806, this parent company is one of the world's largest coating manufacturers. Valspar Automotive manufactures and distributes DeBeer Refinish car refinishes.

MORE INFO

If you'd like to know more about DeBeer Refinish or Valspar Automotive, go to debeer.com and valsparauto.com.



www.valsparauto.com