## SMART SPOT REPAIR \& IDENTIFICATION



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

## MASK \& SAND

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



## SANDING

- Final sand the surfacer with P400 or P500

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


## CLEAR COAT APPLICATION

- Use a small spray gun to keep the repairs small, use

1-7.5 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.



## 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.


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.


SURFACER APPLICATION

- Apply 2-3 coats of surfacer:
- Aerosol or
- Spray gun.

Drying:
Infra Red or
Force drying at $60^{\circ} \mathrm{C} / 140^{\circ} \mathrm{F}$.


## 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.


## DRYING

- Infra Red drying has the preference as that is the most economical and fastest way or
Force drying at $60^{\circ} \mathrm{C} / 140^{\circ} \mathrm{F}$.



## FINISHED

- Hand over vehicle to happy \& satisfied customer.

