

HOW TO REFINISH A VEHICLE.



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Introduction to refinishing a vehicle!



When refinishing a vehicle you should consider, what do you want to do to it? Meaning do you want to customized its appearance or just repaint it the same color. When refinishing you need to understand the cost and where you are going to repaint it. Some shops can charge around \$3,000 + just to refinishing. Other shops can go for about \$10,000 just to get a nice finish with bodywork done, minor bodywork of course.

CHAPTER 1

EXAMING THE VEHICLE

When a vehicle is bought to the shop the first thing you must do is inspect the vehicle, no matter what job you are going to perform. You should record all damages, dents, scratches, cracks and anything else that would cause you to lose your job or make you pay for it in return. This way, in case anything happens to the vehicle in the customer's hands, after you return the vehicle to them. They would not be able to blame you because you have proof. As a technician you should be able to identify dents, scratches and any other imperfections to the paint and the body of the vehicle. Some technicians use water-based marker to place an X on the dent and O on the scratches or any other imperfections found. This is going to help the technician later on when he begins the collision process.

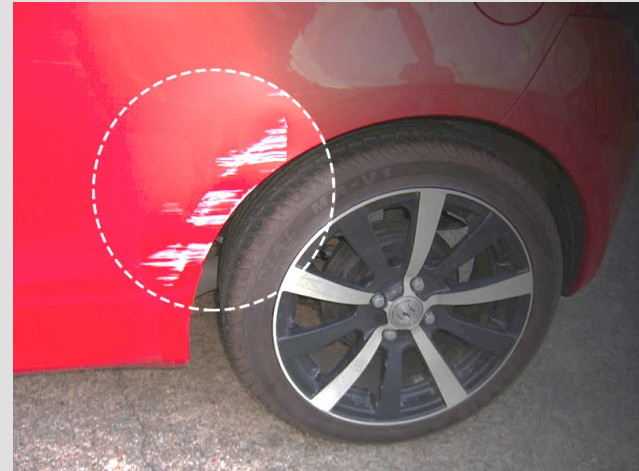
DENTS

Now that you have drawn an X where all the dents are located you can begin the featheredging process, this will then lead to straighten out the dent with a refinishing hammer and dolly. Always make sure that you have no high spots and low spots, you can check for this by using guide coat. Since this process is about refinishing the entire vehicle you need to double check to make sure you did not miss any dents. You can angle yourself in a way that allows the light to hit the surface of the vehicle, so you can average where another dent can be located. If you applied body filler over the repair area you would then need to apply primer sealer. This sealer will act as a sealing agent to prevent any type of mapping in the final product. You would then need to sand down the sealer to make sure that it is completely ready to be refinishing.





SCRATCHES



Now that you marked all scratches with O you can begin sanding them down until you don't see the scratch anymore. Once finished with that step you may move to featheredging the area, if you sanded down to bare metal and, you would need to apply primer surface over the featheredge, this will prevent it from mapping. Primer surface is a non-sanding primer this allows you to go straight into the basecoat process.

OTHER IMPERFECTIONS

Tree sap, rail dust, corrosions, weathering, and water spots are some of the other imperfections that can be seen before you begin the refinishing process. You would need to access these areas before continuing further. These would also be circled to make sure you notice them in the examination process of the vehicle.



CHAPTER 2

SANDING

When sanding, you need to make sure you know what to look for. There are different types of sandpaper and steps you need to take before you get to where you want to be. You have already sanded down the dents, scratches and other imperfections but now you need to sand down the entire vehicle to get it ready for primer and basecoat. If the vehicle had dents, scratches and other imperfections that caused you to sand it down to either bare metal or featheredged you would need to prime the surface. If no imperfections were found you would need to be ready for the basecoat process.

SANDPAPER

There are many different types of sandpaper such as Hook it Stikit back and Wet or Dry sandpaper. When using any type of sandpaper you must consider what brand it is, if not you could be using a 3M hook it with a Chicago Pneumatic Dual Action (DA) sander with a sticky backing interface. There are many different types of grade of sandpaper you can determine the grade you are using by the thickness of the sandpaper. Hook it's are sandpaper is one of 3M high performance disc. They can have spiral holes in them or they can just look like a disc. Stikits has shaped in a disc shape except they are sticky to the back, so they stick onto a flat surface. Wet or Dry sandpaper you can use a dual block to sand with it. If wet sanding you would place the sandpaper in water until it curls up, allowing the technician to know that the paper is ready to be used. If dry sanding you can fold them around the sanding block



SANDPAPER SCRATCHES

Sandpaper scratches can occur when you use abrasive grit to sand the vehicle's surface.

When sanding the deeper the grit of sandpaper being used, the deeper the scratches will be on the panel. However, if you are using a high number such as 600-grit



sandpaper you will not see deep scratches. To remove sand scratches you can wet sand with 1000



sand it
grit.

FINISHING TOUCHES BEFORE REFINISHING

These finishing touches consist of sanding down the entire vehicle until you can see the primer. The easiest method to reach this stage would be using a DA sander instead of using a block sanding. Sanding by hand would take too much of the technician's time doing one job; this will cost a shop to be losing money in return. At this point you will double-check your areas you repaired make sure that there is no high or low spots where you repaired. If so make sure you applied body filler over those areas and sanded down until it is uniform to the panel.



CHAPTER 3

PREPPING

This stage is very important, you need to make sure that the vehicle is cleaned, masked and degreased. You would need to wear gloves after the vehicle is masked off. Some body shops remove the moldings, trims, windshield wipers, and emblems. However, some shops leave them on and just cover them with tape.

CLEANING

To clean the vehicle you would wash it with soap and water to remove all the dirt and debris that's left on the vehicle from sanding. Remember that you need to clean in-between the doorjamb and



around the moldings. This was when you apply tape onto the vehicle; the tape will stick without giving you a hard time. When

finish you would squeegee out the water and air-dry it with the air blow.

This will help remove water from the moldings and other places on the vehicle.





MASKING

There are three different types of way you can mask of a vehicle. You can use plastic, liquid mask and paper. Paper and plastic are the most common materials used to mask off a vehicle, with the turn of the century liquid mask started appearing. When you are masking you need to think about what you are covering and what you are leaving exposed. The main idea of masking is to prevent



overspray. Using paper or plastic you need to make sure you have an assorted selection of tapes such as fine line, 1" and 2" tape, foam tape and trim tape. Fine line tapes can be used to cover molding or line the area you are going to cover. 1" and 2" tape are common tapes you will normally see a refinishing technician

using. Foam tapes are supposed to be used in the door jams and around the door to prevent overspray from getting in. Trim tape is a tape that has a soft piece of plastic on one side. This allows the tape to be used around the tight corners that 1" and 2" tapes cant reach.





PLASTIC

When using plastic masking, the rule of thumb is that you must keep the plastic 18 inches away from the area being painted. Keep in mind that plastic do not promote adhesion, which means that when painting you might find paint



chips landing on the surface where you just painted. That is one of the cons of using plastic. The pros using plastic is that you can get the job faster because you would just need to cut out where you are painting



on the surface. However, since you are painting the entire vehicle, I would not recommend using plastic since you will only be covering the

windshield, windows and tires.

LIQUID MASKING

When using liquid mask you need to cover the areas you are going to paint with paper, since you would need to spray on the material. This is basically making you mask off the vehicle twice. I would not recommend using this when refinishing the entire vehicle since it will take up to much time to actually cover the areas being paint and then you will have to remove it to spray the vehicle. Over the years I have seen shops use liquid mask to spray the walls of the spray booth. Liquid mask is water based material meaning that you can wash it off the vehicle and the booth.





PAPER

Paper would be best for refinishing the entire vehicle since you can cover the windows, windshields, and wheels. This way you know for sure that no paint will be on the areas that aren't suppose to be painted.

