



September 12, 2002

Mr. Steve Przybylo
Nissan North America, Inc.
P.O. Box 191
Gardena, CA 90248-0191

Dear Steve:

The following statement should clarify Akzo Nobel's position in relation to clearcoat blending. It is taken directly from our Technical Reference Manual, which is available to all customers both in print and via the web.

Akzo Nobel Coatings / Sikkens strongly recommends the application of clearcoat over the whole panel that is thoroughly prepared. Clearcoating of entire panel is required for lifetime warranty.

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 clearcoat into small areas such as a rocker panel or sail panel, vertical areas only. This clearcoat blending procedure does not qualify for an Akzo Nobel warranty and in many cases is not EO approved.

Steve, I hope this helps. Please feel free to call me at 770-798-8195 if you have any questions.

Regards,

Tom Moreland
National Accounts



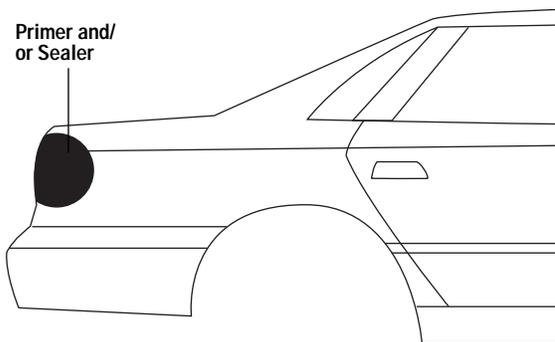
DuPont Automotive Finishes

Clearcoat Blending Procedure

Panel repair is the approved procedure for clearcoat warranty repairs. This allows the refinisher to attain the recommended film builds. If the refinisher chooses to blend the clear, use the appropriate Reducers or Blender and follow the steps below.

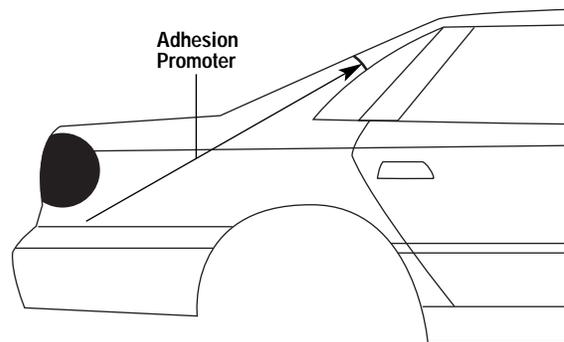
Step 1: Prepare the Surface

- Prepare the repair area according to the Surface Prep guidelines in the General Procedures section.
- Perform repair using primer and/or sealer as necessary.



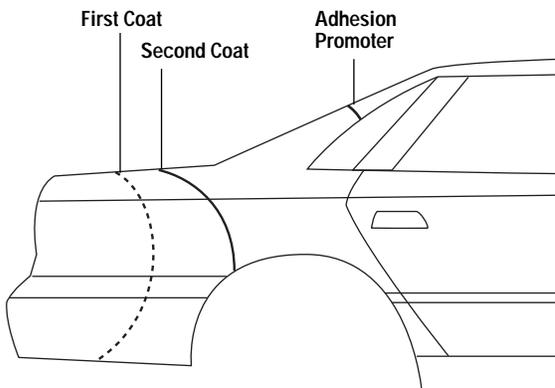
Step 2: Apply Adhesion Promoter

- Sand area for adhesion promoter application with 1200 - 1500 grit.
- Apply adhesion promoter over the sanded area.



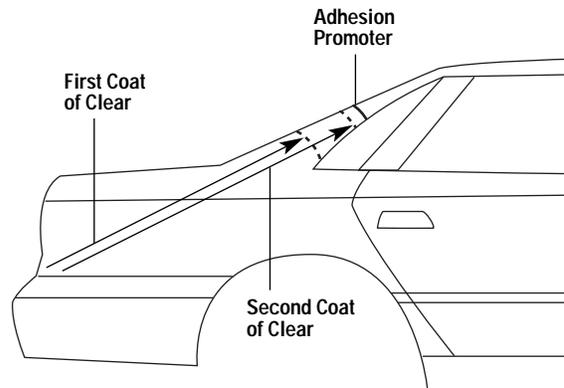
Step 3: Apply the Basecoat

- Apply the first coat of color beyond the repair area. Apply a second coat of color, extending it beyond the first coat.
- Continue until full hiding and color match are achieved.



Step 4: Apply the Clearcoat

- Apply the first coat of clear beyond the final basecoat.
- Blend subsequent coat(s) of clear within the edge of the adhesion promoter using the remaining clearcoat in the cup, over-reduced with ChromaSystem™ Blender. (Use 1-2 parts ChromaSystem™ Blender to 1 part ready-to-spray clear.)
- After the final coat of clear has been blended with the mixture of ChromaSystem™ Blender and clear, further reduce the mixture and use the same gun to finish melting in the edge.



February 13, 2004

Dan Risley
Executive Director
SCRS
P O Box 4519
West Richland, WA 99353

Dear Mr. Risley;

The following statement describes our recommendation regarding the application of clearcoat in the collision repair process. I hope this helps to clarify our position on this topic.

BASF recommends applying the specified amount of clear to the entire panel when doing Basecoat/Clearcoat repairs. This will make the repair eligible for the Glasurit or R-M lifetime warranty.

Because there are situations when clearcoating an entire panel is not desirable, when a roof and a quarter panel have no break-off point for example, BASF has developed processes and products for blending clearcoats. These processes and products can be found in the Glasurit and R-M technical manuals.

Blending the clearcoat requires that the thickness of clear be reduced in the blend area. This can result in the clearcoat blend edge becoming visible after a period of exposure to the weather. The blend edge can also become visible if it is polished too aggressively.

For these reasons, BASF will not warrant the blended edges of clearcoats. Blending procedures recommended by BASF are intended to be used only as a cost saving measure in those instances that an economical repair is required.

If you need more information or have any questions, please don' t hesitate to contact me.

Sincerely,



Joseph Skurka
Manager, OEM & Industry Relations
BASF Corporation

cc: Guy Bargnes

SHERWIN-WILLIAMS AUTOMOTIVE FINISHES

APPLIED TECHNOLOGY CENTER



4440 Warrensville Center Road Building "O"
Warrensville Heights, OH 44128
Phone: (216) 332-8709 Fax:(216) 332-8711
Email: mgharrelson@sherwin.com

Date: 11/19/02

To: Kurt Bazil

From: Mark G. Harrelson

Purpose of Testing: We looked at several various methods of blending clearcoat into an O.E. panel to determine the best method in regards to ease, simplicity and durability. When it is the necessary or preferred method for a particular job (such as blending into a sail panel), the following is the procedure that produced the best results.

1. Clean area to be refinished with soap and water.
2. Sand the area to be blended with 2000 grit wet-or dry sandpaper in a circular motion.
3. Clean with solvent cleaner R7K158.
4. On final coat, spray one coat of clear into the prepped area keeping within the scuffed area.
5. Using a second gun, apply light coats of blending solvent (BS-10) to help taper the edge of clearcoat (try to keep within scuffed area).
6. Bake for recommended time according to clearcoat recommendations.
7. Regardless of what is used for cutting the job in general, use only 2500 and finer grit near the actual blend edges (by doing this you remove less film and require less buffing to remove scratches).
8. Follow up with an orbital sander using 3M's Trizact system of 3000 grit discs (#2075) and an interface pad. This works well to remove any of the BS-10 overspray that landed on the OE panel that was unprepped.
9. Polish with a cutting pad and Trizact machine glaze (#5930)
10. If necessary follow with foam pad and the same polish (#5930).

The 3000 grit scratches on the edge are easily removed without building a lot of heat caused by aggressive buffing. This is key to the process as is keeping within the scuffed areas. Whenever aggressive buffing must be used on the edge you run the risk of causing edge "breakback". Once that starts you can't really stop it; you can only hide it with glazes, which is not good for the long-term weathering.

Mark G. Harrelson
Application Specialist



PPG Industries

PPG Industries
19699 Progress Drive
Strongsville, Ohio 44149 USA
Telephone (800) 970-2283
Fax (800) 227-4952

May 7, 2004

Mr. Dan Risley
SCRS Executive Director
Society of Collision Repair Specialists
P.O. Box 4519
W. Richland, WA 99353-4519

Dear Dan,

We welcome the opportunity to provide PPG Industries' position on the following two questions, directed to us in your letter of April 28, 2004:

1. *Does the entire panel need to be clearcoated or can the technician clearcoat a portion of the panel and essentially blend the clearcoat within the panel?*

When performing repairs on an OEM basecoat/clearcoat finish, if no clean break or body line exists for stopping the application of clearcoat, extend the application of clear to the nearest panel edge or break point.

2. *In the event of a "failed" edge, does your warranty cover the area wherein the clearcoat was blended?*

Should a shop choose to blend a clearcoat edge when no clean break or body line exists for stopping the application of clearcoat, that repair is not covered by the PPG Lifetime Paint Performance Guarantee.

Thank you for including PPG Industries among the paint manufacturers that you chose to solicit regarding this issue. If you have any further questions regarding our response, or concerning other issues, please do not hesitate to contact us in the future.

Sincerely,

William Troyer
Manager, Refinish Training, NA