

Working Process: **Repairing Plastic Parts**

Using stopper on plastics

Minor defects:

To use stopper on plastic it is necessary to remove scratches or minor defects up to 1 mm depth. The stopper should be limited to these areas.

Major defects:

Major scratches or holes should be repaired with materials developed specifically for this type of damage. The approved products from the different car manufacturers or special procedures for plastic welding should be followed.

The use of polyester materials is limited to the repair of UP-GF plastics.

Priming the stopper:

When working with PP or EPDM plastics a plastic adhesion primer should be applied before the stopper. If a plastic type is not known adhesion primer should be used as a precaution at all times.

Isolating the stopper:

Stopper areas must be isolated. Here we recommend the special plastic materials such as the Standoflex 2K Plastic Primer Surfacer U3200 or plasticised Standex Fillers. For optimal gloss holdout utilise Standex Filler, dried and sanded.

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	Condition	Pre-Treatment	
Unpainted	Damaged (scratches up to 1 mm depth)	<ul style="list-style-type: none"> • Sand scratches 	See Standox Plastic Painting Systems
	Damaged (scratches / holes)	<ul style="list-style-type: none"> • Plastic welding (only for thermoplastic) according to the manufacturers' manual • Plastic Repair Sets in accordance with manufacturers' guidelines * Please refer to their manual. 	

*) preferably products approved by the car manufacturer

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	Condition	Pre-Treatment	
Painted	No adhesion of old paintwork	<ul style="list-style-type: none"> Remove old paintwork mechanically Cleaning 	See Standox Plastic Painting Systems
	Damaged (scratches)	<ul style="list-style-type: none"> Sand old paintwork partially Sand scratches 	
	Damaged (scratches / holes)	<ul style="list-style-type: none"> Plastic welding (only for thermoplastic) according to the manufacturers' manual Plastic Repair Sets in accordance with manufacturers' guidelines * Please refer to their manual. 	

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