



The Chemical Company

Automotive Coatings

May 2, 2007

In reply to: Refinishing Flexible Parts

CIC Database Task Force
C/O Dan Risley
PO Box 909
Prosser, WA 99350

Dear Dan Risley,

BASF recommends using separate and distinct products and processes when refinishing flexible or non-metal parts. Beginning at the preparation stage, the process is considerably different between metal parts and flexible parts. Flexible parts require a more thorough cleaning than metal parts using products specially designed for this purpose. Sanding requirements are different for non-metal substrates. Because many flexible substrates can deform at relatively low temperatures, force dry temperatures can be different than metal parts. Because of this, it is usually better to paint flexible parts separately from metal ones.

In addition to matching the color, gloss and texture of the original finish, flexible parts must also be able to deform when "bumped" and resist chipping and cracking. This requires special adhesion promoters for bare substrates and flexible additives combined with primers and clearcoats. These products and processes are detailed in our technical application manuals. These processes must be followed in order to achieve the same level of performance as the original equipment finish.

While it is technically possible to use primers and clearcoats mixed with flexible additives on a metal part, BASF does not recommend this procedure. Doing this would unnecessarily increase the cost of paint materials used. Also, since "flexed" products typically require longer flash off times, total paint processing time will increase resulting in reduced paint shop productivity.

I hope this clarifies our position on refinishing flexible versus metal parts. If you need more information or have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Skurka".

Joseph Skurka
Manager, OEM & Industry Relations

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