



Automotive Undercoating

Safe, durable, and sound dampening - Protective plastic coating without special equipment, franchise fees or health risks!

TOTAL COAT UNDERCOATING is a liquid plastic coating, water based, specially formulated for the automotive industry, as an exceptional antichipping, anticorrosive and antinoise protector. **TOTAL COAT UNDERCOATING** substitutes the traditional asphalt/rubber based application, by a solvents free plastic product, which dries at ambient temperature.

Characteristics

- TOTAL COAT UNDERCOATING is a waterborne, elastic material designed to be applied on primed, painted or top coated surfaces. It's an advanced mix of synthetic polymers, free of PVC's, VOC's or asbestos, with outstanding adhesion and elastic properties on metals and painted surfaces.
- A thickness of 0,5 to 1,5 mm in thickness is conformed by a cross linked polymer structure, that maintains the original properties of elasticity and Antichipping along years, without any crack or film damage.

Benefits

- A common "body coat" or "Shutz" type gun (RA-88 model) is suitable.
- Beautiful black textured look.
- 100 % pintable.
- Great adhesion on metals, primers and painted surfaces.
- Offers an strong protection against corrosion.
- Permanent good flexibility and elasticity.
- This product has an outstanding Antichipping resistance.
- Effective anti-noise properties.
- Ambient friendly. It does not contain any PVC, VOC's or toxic components.
- It's high Tixotropy allows an easy application under the car, without any dripping.
- No solvent emissions. No over sprays. No application chamber needed.
- No health risks. No gloves or breath protection needed.
- Mono-component. No additives or mixing process required.
- Good shelf life.
- Not Flammable and odorless.

More recommendations & tips

- Some air pressure systems contaminate the out flowing air stream with compressor oil. Be sure the system you are using is free of oil mist, because even a minimal oil presence can affect the adherence of the Undercoating. A filter or oil trap is a must.
- " Keep a wet cloth at hand, in order to quickly wipe away any over spray or splashes.
- " Do not rely on a visual inspection of the underbody. Frequently, old graphite coats and oil residues are not visible and the degreasing process should always be carried out.
- " Do not attempt to mix the product with any other liquid or solvent, including water.
- " If you observe the product dripping there are two probable causes: Drops of water remaining from the washing process, or too thick an application (3 millimeters or more).
- " If any of the product gets on your clothing, wet it immediately and remove the spot. Once dry it will be impossible to remove it from the fabric.
- " Avoid applying the product on the exhaust system. If this happens the product is resistant to 365 / 185 and there will be a temporary plastic odor.
- " The product bottles must be kept closed and kept in the shade. Avoid heat.
- " If you do some masking during an application, remove the tape quickly while the film is still wet.
- " Thicker applications (more than 1.5 millimeters) are not advisable. Thicker applications will not result in better protective qualities.
- " Small touch ups can be applied using a hand brush. Stippling the brush against the surface will produce a similar texture to the original.

APPLICATION PROCESS

1 Cleaning & Degreasing

- This is the most important step of the application process.
- Failure to properly clean the surfaces to be coated will result in the poor adhesion of the product.
- Place the vehicle on a car lift. Carefully wash the underside of the vehicle with a high pressure water hose. The jet of the hose should be as close to the surface as possible to ensure the complete removal of all dirt. A stiff bristled hand brush may be useful at this stage for hard to reach areas.
- Keep in mind that a common low pressure hose will not be sufficient, since even in low mileage or new cars underbody dirt tends to have high adhesion.
- In addition you should pay special attention to critical areas such as mudguards and the internal edges of fenders that are usually not cleaned in a typical car wash. As a result, these areas accumulate dirt and are prone to corrosion. After thoroughly cleaning the surface, degreasing is the next essential step.
- Use a water-based degreaser, preferably a citrus based detergent.
- Apply the degreaser by means of a sprayer, air pump or air gun. The Total Coat RA/88 gun used for the undercoating is also suitable.
- Be sure the degreaser reaches all areas and let it work for at least 5 minutes.
- Rinse with plenty of water and repeat if necessary. Blow the excess water off with an air gun.



2 Application

- Check under the vehicle and note which areas of the underbody are "unprotected" and those which have been coated by the factory. Apply the Total Coat on both, but mostly on the uncovered areas. The Total Coat should be applied in a uniform pattern on all desired areas by moving the spray gun forward slowly in one direction in a single pass.
- The recommended application thickness is 1 to 1.5 millimeters. You can gauge the thickness of the coat visually by observing when the wet coating gets a textured "orange peel" look.
- The recommended air pressure is between 20 to 40 psi. A higher pressure causes the spray drops to "back splash" and could also make small craters in the coating. If you cannot adjust your air pressure you can try to move the spray gun farther away from the surface to lessen the effect of back splash.
- For those areas that are difficult to reach with the guns normal spray pattern we recommend the use of a flexible plastic extension wand no longer than 15 centimeters. These wands can be bent to over 90° for application in difficult to reach places like the internal edges of fenders.



3 Curing

Total Coat Undercoating is a water based product which means clean, easy and safe handling. During cold weather and/or high humidity conditions use the following times as a guideline for curing:

AIR DRYING:

At 72° or above the product will be dry to the touch in 90 minutes. Do not expose to water for a minimum of 4 hours.

DRYING IN SPRAYBOOTHS OR WITH THE HELP OF SPACE HEATING:

At 130° the product will be dry to the touch in 60 minutes. It can be exposed to water after 60 minutes.

At 115° the product will be dry to the touch after 90 minutes and can be exposed to water after 90 minutes.

DO NOT DRY AT TEMPERATURES HIGHER THAN 130°

DRYING WITH INFRA RED LAMPS:

After 10 minutes of flash off at 30" distance and 30 minutes of full bake at 30"

Distance, the coating will be cured sufficiently that it can be exposed to water.

Whichever drying method is selected, the coating will continue to cure for 4 days. Do not subject the coating to heavy-duty use until after this time has elapsed.

Curing times can be considerably improved by adding air movement (fan) to the drying method.

4 Checking & Cleaning

Once you have finished the application process, visually check the results (a good flash light is recommended).

- Check the films appearance. Look for areas of poor coverage. If the coating is too thin it will not exhibit the "orange peel" look and will not have the same protective qualities as a correctly coated surface. If you discover thin spots you can simply reapply the coating (the film can be wet or dry) until the desired thickness is achieved.
- It is important to check the vehicles external painted surfaces for overspray. This is not always easy to detect with a visual inspection. It is recommended that you run your hand over the paint surface and feel for overspray. If you detect some, simply wipe the area with a wet cloth to clean it.
- The product will appear dark grey while it is still wet and will turn black when it is totally dry. Avoid water contact until the product is completely dry. Do not drive the car in rainy conditions while the product is still wet.
- The gun is easily cleaned by passing plenty of water through it until the water comes out clear. Never allow the product to dry inside the gun.