



To To Whom it May Concern
From Alan Craighead
Date June 6, 2009
Subject De-Nib and Polish
Copies to Tom Moreland

It is not likely that a repair can be made that is completely free of surface defects. Defects happen at the OEM level and will likely occur in a Collision Repair facility as well. At the OE level defects are anticipated and high intensity lighting is used to detect flaws. When defects are located they are finessed polished from the surface. If the defects are severe the car may be repainted or rejected.

The goal in a Collision Repair facility is to minimize these errors and balance detail expectations with paint productivity. Some detail work (de-nib and polish / wet sand and buff) can be expected.



Paint film measurements/calculations are necessary in order to determine the maximum amount of product that can be removed in the de-nib and polishing process. By only removing quantities approved by OEM and Sikkens, can you insure paint film integrity.



Maximum of .3 - .5 mils may be removed during the total de-nib and polishing process. For vertical surfaces a maximum of .3 mils of clear can be removed and .5 mils for horizontal surfaces. When performing color sanding and polishing on Sikkens clear coats be sure to follow technical reference manual recommendations for application and polishing.