

Color Matching, Tinting & Blending Tech Tips

Mis-Matched Colors



If you look closely at many of the vehicles on the road today, you can spot mis-matches. Whether due to improper training, poor color selection, or a general disregard for proper repairs, some vehicles are not refinished properly when they are damaged, and it shows.



When repairing and refinishing a vehicle, your goal is an <u>invisible</u> repair. The easiest way to avoid an obvious mis-match is to avoid panel to panel comparisons, like the vehicle above (rear door to quarter panel.). To accomplish an invisible repair you need to use a **Tint & Blend** repair approach.



There are two parts to achieving an invisible repair – 1. Tinting and 2. Blending.

It will be very difficult to blend a color that is dramatically different than the color on the vehicle. So, you will want to first verify how close the Base Color mix is in relation to the vehicle. To do this, you will spray out the color on a color card, apply clear (recommend an aerosol 1K clear) to the color, allow to dry, and then compare with the vehicle.



Spray Out Card



Base Color





When you are evaluating and comparing the color, do so under daylight conditions.

Use either natural daylight or a Color Matching Light to compare the color spray out to the color on the vehicle.



Do Not Use artificial light sources when evaluating and comparing the color spray out to the color on the vehicle.





When you are evaluating and comparing the color, compare the color spray out to a clean vehicle.



After washing the vehicle, use polish and a clean towel to clean a 12 inch x 12 inch area. The polish will remove any film, and give you a true picture of the paint.





How does it look?



- If the color is close, no need to tint. Start preparing to blend the color.
- If the color is not close, it will not blend in invisibly. You will have to Tint the color first before you blend.



If the color spray does not match the vehicle color, the color will have to be adjusted before it is blendable. To determine how the color needs to be adjusted, you will need to know the following:

1. Is the vehicle color lighter or darker than the color spray out?

2. Is the vehicle color more blue, more green, more yellow or more red than the color spray out?

3. If the vehicle is metallic, also determine if the metallic in the vehicle color is the same size as the color spray out. Is the metallic larger or smaller?



When answering these questions, make sure you are viewing the vehicle color in daylight conditions, and at several angles including the <u>Face Angle</u> (looking at the vehicle straight on) and the <u>Pitch (Flop Angle</u> (looking at the vehicle at a 45° angle – or less).



To adjust your spray out color, you are going to need a copy of the formula. If you don't have access to the formula you can request that your paint supplier send it to you.

The easiest way to adjust a color is by adding one or more of the Tints contained in the formula. You will always want to <u>adjust the metallic first</u>, since doing so will increase or decrease

Toner	Toner	Grams
 →1234	Coarse Metallic	485.8
 →3765	Medium Fine Metallic	354.0
2339	White Transparent Pearl	25.4
2110	Black	49.4
1721	Binder	31.4

946.0

To brighten the spray out color on the Pitch view, use very small amounts of the Metallics found in the formula, or additional Fine Metallics that you can order from your paint supplier.

To lighten the spray out color, and mask the metallic on the Face view, use very small amounts of Low Strength White tint that you can order from your paint supplier.

To change the shade Greener, Redder, Yellower or Bluer, use Green, Red, Yellow or Blue tints that you can order from your paint supplier. Add these tints in very small quantities. You cannot undo an adjustment once the tint is added.

Keep in mind, the goal is not to get the spray out color perfect, only close enough to blend. You may also want to consult with your Paint Supplier about their custom Color Matching service, or the use of their color tools such as variant decks,



Vehicle has Scratch, Chip or Dent.





1. Clean panels with soap and water and dry with clean paper towels.

2. Clean repair area with Wax & Grease Remover and wipe dry with clean towels.





3. Featheredge damaged area with P180 - P320. Remove all rust that may have started. Sand down to bare metal and taper edge as shown.









5. Mask adjacent areas / panels.





6. Spray bare metal areas with 2 – 3 coats of Etch Primer for corrosion protection. Allow final coat of Etch Primer to dry approximately 5 to 10 minutes. CHICK I auch Un Zon Etch Prime EP-M16 Or **Etch Primer Etch Primer** EP-AC12 Spray Gun **Preval Sprayer** Spra Tool Ready-to-Spray Pint **Etch Primer** Aerosol



7. Apply Body Putty (Stopper) to fill any small chips or dents. Allow Body Putty to dry a minimum of 30 minutes before sanding. Sand Body Putty with P180 - P320, followed by P320 – P400. 3M 05819 Polyester 2K Putty un Polvester Finis (requires hardener) **Plastic Spreader** Kombi 1K Spot Putty (does not require hardener)



8. Apply 1st coat of Primer Filler staying within the sanded area. Allow 1st coat to dry approximately 5 – 10 minutes before applying 2nd coat.





9. Apply 2nd coat of Primer Filler staying within the 1st coat. Allow 2nd coat to dry approximately 5 – 10 minutes before applying 3rd coat.





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10. Apply 3rd coat of Primer Filler staying within the 2nd coat. Allow 3rd coat to dry approximately 15 – 20 minutes before sanding.*





11. After Primer Filler has dried, block sand flat with P400 – P600 sandpaper.





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12. Sand the rest of the panel with 1200 Wet & Dry Sandpaper and water, or a Gray Scotch Brite + Sanding Paste* and water.





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13. Apply 1^{st} coat of Base Color over the repair area. Allow to dry 5 – 10 minutes.





14. Apply 2^{nd} coat of Base Color over the 1^{st} coat overlapping the 1^{st} coat by 2 to 4 inches. Allow to dry 5 – 10 minutes. Apply a 3^{rd} coat of Base Color, <u>if needed</u>. If you have <u>complete coverage</u> after the 2^{nd} coat you are ready for Clear. Allow final coat of Base Color to dry 30 – 40 minutes.





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15. Apply 2 - 3 coats of Clear Gloss over the entire panel. If you think you may end up wet sanding the clear and polishing, add an additional coat of Clear Gloss (total of 3 - 4 coats).





Unmask adjacent panels. Allow Clear to dry overnight before polishing. You can wet sand with 2000 grit or finer Wet-or-Dry Sandpaper and water to remove any imperfections, and polish to a high gloss finish.

















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Please email any questions that you may have to info@touchupzone.com