



# BASF

## General Tech Bulletin

### Repairing Scratches in BC/CC Finishes

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There are three ways to repair scratches in a basecoat/clearcoat finish.

**Minor surface scratches** can generally be removed by polishing with a fine compound followed by a fine glazing polish to eliminate swirl marks and restore the gloss.

**Medium scratches** that penetrate no deeper than halfway through the clearcoat can be repaired by water-sanding the damaged areas with 1500-2000 ultra fine paper until the scratch is completely removed. Follow this step with a medium/coarse compound to remove sanding marks, then a fine glazing polish to restore the original gloss.

**Deep scratches** are characterized by exposure or disturbance of the basecoat and cannot be repaired by compounding or polishing. To repair deep scratches, follow the standard repair procedure for the paint system you are using. Note that if the scratch penetrates beyond the color coat into the primer or bare metal, priming the repair area will be necessary. Here are some troubleshooting tips for these types of repairs:

- Use a quality wax and grease remover on all repair areas to remove any contamination prior to sanding or compounding.
- Do not use coarse paper when wet sanding finishes that will be compounded and polished. It is often more difficult to remove deep sand scratches caused by 400-1000 grit papers than to remove the original scratch.
- Always use a block or pad when water sanding. Do not finger sand.
- Periodically clean and squeegee deeper scratches for evaluation to avoid possible over sanding.
- Be sure to remove all surface residue with water following every step of the process.
- When polishing, it is recommended to place the compound or polish directly on the pad, not the vehicle. This will prevent possible staining of the painted surface.
- Always buff the entire panel being repaired.
- Black and dark colors require finer sanding and more careful attention through all the stages of repair.

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