

EVERCOAT[®]

Fibreglass
Evercoat

FIBER TECH

Reinforced Repair Compound Filler

The trend toward RRIM fender on niche pickup

continues on the new four-wheel-steer GMC Sierra. The flared fenders are molded of new 'Bayflex' mica-reinforced polyurea from Bayer Corp. in USA. We're told Bayflex 190 polyurea is said to produce smooth parts that do not need to be heated to 200°C (390°F) for one hour. The temperature represents an improvement over electrodeposition over the ELPO line shutdown. The net result is a 30% increase in throughput.

Fiber Tech, the latest from Fibre Glass-Evercoat, uses advanced technology to eliminate repair mapping and bond line swelling on SMC and other thermoset plastics. Its unique formula includes a combination of Kevlar[®], short and long strand glass fibers to provide superior strength and stability over a wide variety of repairs.

Getting SMC body panels on higher volume vehicles

is the aim of the Triple C[®] research project initiated by Daimler Chrysler with other European partners.

- Also working on Triple C (which stands for characterization and consistency) are:
- compound producer Menzolit-Fibron.
 - molder Peguform and
 - polyester and vinyl ester suppliers.
- Daimler Chrysler wants to see composite molding expand beyond niche vehicles. To achieve this, they say SMC must match the levels of productivity seen in steel.

Long-fiber-reinforced thermoplastics

will be used for reinforced thermoplastics produced by Bayer. Expect the long-fiber compounds to be used in polypropylene polymers, to be used in recreational equipment made in the first quarter of 2002.

EVERCOAT[®]
FIBER TECH 100633
Reinforced Repair Compound Filler **RF**

Ideal for SMC and fiberglass repairs on ground effects, spoilers, running boards, body panels, etc. Superior adhesion to steel, galvanized steel, aluminum, and most rigid composites and plastics.

Daimler Chrysler Cadillac XLR

composite-bodied roadster (thermoset polyester sheet molding compound) will be used for the hood outer, with low-density SMC for the hood-inner.



Part Number
100633 1.7 lbs. (847 g)
6 tubes per case

REPAIR COMPOUND FOR...

- SMC REPAIR
- WELD AREAS
- PANEL BONDS
- GROUND EFFECTS
- RUST
- TRUCK BODIES

OEM growth trends indicate composite body panels are here to stay.

Auto manufacture engineers project significant growth in the use of thermoset composites over the next 10 years

A full 60% of the T-Bird surface is SMC



Fiber Tech, designed for fast reliable repairs

Composite Hoods	Growth
2007	101%
2012	245%
36% of the growth will be in Polyester, 35% in PPO Nylon, 27% RIM.	

Composite Front Fenders	Growth
2007	108%
2012	200%
36% of the growth will be in Polyester, 35% in PPO Nylon, 27% RIM.	

Expect significant growth in composite intensive trucks



Composite Tailgates	Growth
2007	290%
2012	595%
100% of the growth will be in Polyester.	

Composite Pickup Boxes	Growth
2007	250%
2012	686%
78% of the growth will be in Polyester, 22% RIM.	



Commercial transport vehicles have shifted from fiberglass process to SMC and other composites ie. Volvo

Hood SMC – Doors SMC – Fenders SMC
Bumper SMC – Head light housing SMC

Fiber Tech ranks highest in overall performance for reinforced filler technologies

There are two basic types of reinforced body fillers, Short Strand and Long Strand. **Fiber Tech** is a new breed of multi-fiber. Its unique formula includes short strand milled fibers, ultra-fine strand long fibers and Kevlar®. Fiber Tech has optimum properties needed for today's high tech vehicles.

RANKING	1) GOOD	2) BETTER	3) BEST
Dispensing	Long Strand	Short Strand	Fiber Tech
Spreading	Long Strand	Fiber Tech	Short Strand
Contouring/shaping	Long Strand	Short Strand	Fiber Tech
Build	Short Strand	Fiber Tech	Long Strand
Sanding	Long Strand	Fiber Tech	Short Strand
ADHESION:			
Galvanized steel	Long Strand	Short Strand	Fiber Tech
Aluminum	Long Strand	Short Strand	Fiber Tech
SMC/Composites	Long Strand	Short Strand	Fiber Tech
Corrosion resistance	Long Strand	Short Strand	Fiber Tech
Repair map resistance	Long Strand	Short Strand	Fiber Tech

OVERALL RANKING: (Long Strand 12 Good) (Short Strand 21 Better) (Fiber Tech 27 Best)

The use of SMC in exterior body panels is growing at an astonishing rate. This is due to SMC's lightweight characteristic, and its ability to offer the strength and stability of steel, at drastically reduced tooling costs. SMC derives its strength and durability from a combination of resin and fiber-reinforcement, it has much lower thermal expansion and contraction than other composites.

Fiber Tech is as close to SMC technology as you can get in a tube. This unique formula includes a combination of glass fiber and Kevlar® pulp, which improves density and strength while minimizing thermal contraction and expansion. Fiber Tech also includes extra fine long strand fibers to provide structural strength and reparability of fractured body panels, ground effects and trim panels. **Fiber Tech is also ideal for repairing damage and cracks in RIM, RRIM, GTX, Xenoy, ABS, PPO Nylon and other rigid composite panels.**

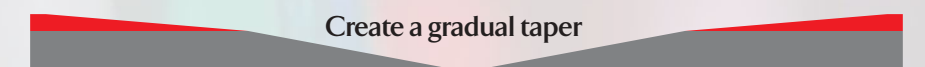
Here's one fast and efficient way to repair rigid composite (plastic) body panels.



Do not V-notch



Create a gradual taper



1. Clean both sides of repair with soap and water, wipe with grease and wax remover.

2. Grind the back side and taper front side with 40 grit. Featheredge paint with 80 grit.

3. Apply Fiber Tech to the back side. Allow to set up 10 minutes.

4. Apply Fiber Tech to the front side, allow to set 5 minutes and rough cut high spots with 40 grit.

5. Allow filler to set 15 minutes and finish sand / featheredge with 80 grit.

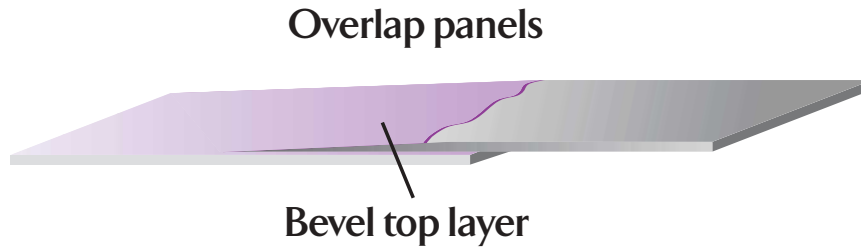
6. Featheredge paint with 180 grit and skim coat with either 416 Metal Glaze®, 417 Glaze Coat or 870 Vette Panel Adhesive Filler.



NOTE: For panels sectioning, a backing plate is required.

Panel Bonds... holds down repair mapping on panel bonded seams.

Fiber-reinforced body fillers are recommended by I-Car, as well as major adhesive makers, for leveling of the joint area over panel bond seams. Fiber Tech is the best choice for this application. It's flexible enough to allow some expansion and contraction of the joint without the risk of repair mapping or cracking. The KEVLAR® provides added strength for thin applications.



Rust Repair... the perfect product for fractured or rusted out sheet metal. Fiber Tech has excellent hole filling and bridging capabilities. Its long strand glass and blend of milled fiber and Kevlar® allows for thin blanket repairs with incredible strength. This reduces the need for bulk filling and substitutes most fiberglass resin/cloth repair applications.

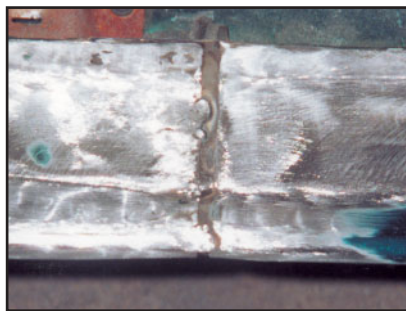
Blankets holes the size of a quarter



Great for tears and holes in metal, fiberglass and composites.

Rust repairs are only temporary using filler materials

Great for welds and high stress areas...Fiber Tech is ideal for high stress areas such as, welds, door edges and areas where objects are mounted.



EVERCOAT®
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