

**The perfect finish for a
classic Mercedes-Benz.**



The Art of Refinishing.

The perfect finish for a classic Mercedes-Benz.

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Preface.



What would a car be without its paintwork?

Protection against corrosion and weathering - this might sum up the benefits of our products. Yet our ambition is to do more than protect cherished vehicles and maintain their value. We want to be instrumental in preserving a culture and a way of life in conjunction with like-minded enthusiasts. For more than half a century our company has developed high-quality automotive paints responding to steadily changing market needs.

Nowadays, the proud owners of a classic Mercedes-Benz

car are mainly interested in one thing: increasing the value of their vehicle by maintaining its original condition as far as possible. This is why you are well advised to contact a Mercedes-Benz Classic partner in your vicinity in order to ensure a perfect repair using original Mercedes-Benz parts.

To live up to our responsibility as a paint manufacturer, we have joined the Mercedes-Benz Classic Center in preparing this refinishing recommendation that ensures maximum originality while meeting

today's technical and environmental requirements.

Looking back on fifty years of tradition, we feel privileged to share this passion for fine automobiles with you.

Cordially yours,

A handwritten signature in black ink, reading "Julio Salcedas".

Dr. Julio Salcedas
Standox Brand Manager

History. Factory finishes after 1945.



After World War II, alkyd resins became almost ubiquitous in Europe, given that they allowed the then state-of-the-art alkyd melamine resin baking coating process to be performed on the assembly line. Primer and filler were applied in a high-pressure spraying procedure, even though individual manufacturers already dipped their bodies-in-white by the late 1950's. Nitrocellulose paint was used only for very expensive luxury sedans until 1963/64 in spite of the increased care required for this kind of finish. Alkyd resins are so chemically flexible and exhibit such a high quality

that they have played a major role in automotive refinishing up until today. Soon after their introduction, they dominated the paints market in the field of refinishing too.

New materials for paints.

From 1963, polyester was the new material available to the paints industry. Polyester became indispensable particularly as a basis for stoppers, while nitrocellulose and synthetic resin stoppers became less important. The ingredients of topcoats changed, too. Alkyd resin paints were now mixed with isocyanates that accelerated drying even at room temperatures compa-

red to alkyd melamine resin paints. Forced drying in a combined spray booth and low bake oven enabled the refinisher to save a lot of time with the new paint system, so that these booths soon became an economic necessity for bodyshops.

Between 1972 and 1975, the 2K acrylic polyurethane technology (acrylic base and polyisocyanate hardener) almost completely pushed acrylic resin paints out of the market. These 2K systems for the topcoat layer were characterised by a much higher chemical and physical resistance. The paints dried quicker and allowed dust inclusions and sagging to be polished out. From the early 1970's, the paint manufacturers also developed a primer filler that protected against corrosion to make special corrosion protection paints superfluous.

In the 1980's and 1990's, paint finishing remained one

Factory finishes today.



solvents in the paints was reduced, because these substances are blamed for causing summer smog and other nuisances. 2K acrylic paints were developed further into low-solvent high-solids, i.e. paints with a lower solvent content and a higher share of solid particles. The mid-eighties also saw the launch of the first waterborne paints, which have since become the standard type of paint both in OEM coating and refinishing.

of the most time-consuming processes in automotive production. Today, electrostatic rotating atomisers have been used in OEM coating to apply the filler and the topcoat to the prepared car body.

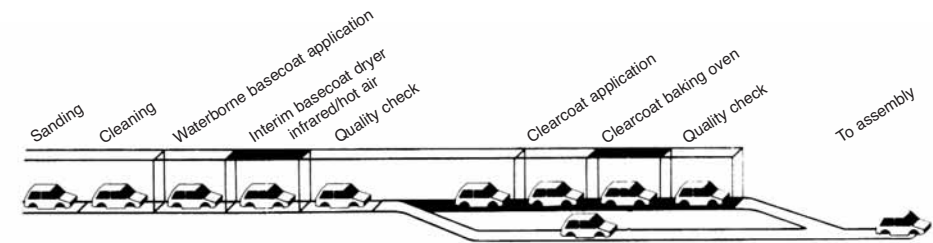
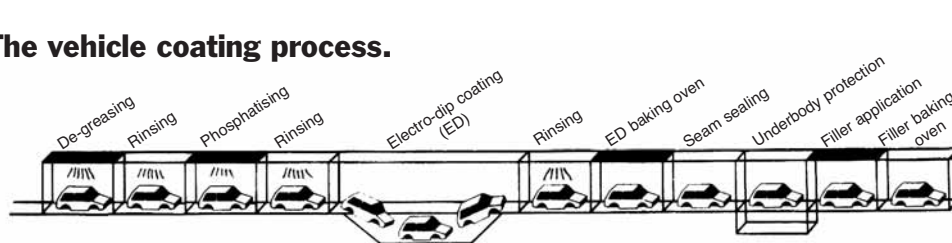
This saves a lot of material, because now 90 percent of the paint used is actually applied to where it belongs, on the automotive body.

Since the mid-1980's, OEM coating has become almost fully automated and is today largely performed by robots. Only small areas remain to be painted manually: interior parts like the engine compartment and the trunk, hood and doors are sprayed with the gun first.

In the 1980's, a number of hazardous paint ingredients were replaced as paint manufacturers increased their environmental awareness. In addition, the share of organic



The vehicle coating process.



The development of automotive refinishing.



Automotive refinishing has been performed ever since the emergence of the automobile. And it has been a great challenge for the refinisher right from the beginning. After all, any damage needs to be invisible after the repair. A particular difficulty was caused by paints based

on wood oil. Any damage required all the paint to be removed, given that it was impossible to match and apply colors only on part of a panel. The only answer was a complete repaint.

After the introduction of the nitro-combination paint, refinishers tended to use these products as they were easy to



combine with the baking enamels used in OEM coating. Until the late 1960's, nitro-combination paints were used by bodyshops that did not have a combined spraybooth and oven or "combi-oven". An alternative to this was the 80 °C refinishing paint, which was particularly suitable for the multi-layer coatings that were popular in the 1950's because it dried quickly so that it could be recoated soon. They were applied in spray booths where fresh air was filtered, heated and supplied vertically. Gradually, alkyd melamine resin paints conquered the refinishing market, too.

In the late 1960's a fundamental change came up in the field of undercoat materials. 2K epoxide materials were used increasingly as primers,



primer-surfacers and fillers, first in the commercial vehicle segment and later on in automotive refinishing.

Whilst 70's OEM coats comprised four layers - zinc phosphate, primer, filler and topcoat. Refinishers usually applied a three-coat structure consisting of a primer containing phosphoric acid, a filler and a topcoat.

In order to emulate the constantly growing number of colors for refinishing purposes, the paints industry developed mixing systems. Current automotive refinishing is characterised by environment- and user-friendly systems allowing for reduced stock keeping while offering a higher yield and ensuring improved safety with regard to the environment and the people



Expertise and craftsmanship are key to an excellent refinish.

applying the product.

Due to the poor opacity of certain pigments and the development of new effects, many refinishing jobs required as many as three coats in the 1980's. A tinted filler, basecoat and (tinted) clearcoat needed to be coordinated precisely, resulting in a highly complex process.

In the mid-1980's, pearlescent paints were introduced in the market and used in OEM coating. At least with regard to automotive shades, the 1980's and 1990's were decades which saw a rapid increase in the number of shades and effects used in automotive coating. This trend has continued to date.

Today, refinishers can choose among a wide range of



low-solvent products with a high solid content, including the waterborne Standohyd Basecoat.

Refinishing classic Mercedes-Benz vehicles.



Classic vehicles with the legendary star on the bonnet are recognised as genuine works of art nowadays, but in contrast to precious paintings, they require regular, careful and in particular professional care or restoration. This is the only way to maintain their value or even increase it over the decades.

The most striking feature of vintage cars is of course their body. It needs to be restored and maintained using state of the art methods so the owners can enjoy their vehicles for a long time to come.

The older the paint on a vehicle, the simpler its structure. As a general rule, an original vintage paint coat consists of a single layer of so-called nitrocellulose paint. Auto makers have long stopped using these paints. In the 1960's, they were replaced by paints on acrylic bases with a higher gloss retention and solvent content. These paints have meanwhile been replaced by waterborne products.



This is why the Mercedes-Benz Classic Center in Fellbach and Standox have jointly prepared a manual for refinishers. The refinishing process described there defines the standard for high-quality vintage car refinishing as recommended by the Mercedes-Benz Classic Center.

Restoring a classic with modern paint systems?

Before refinishing a vintage car, the owner has to decide jointly with the refinishing expert whether it is to be a renewal, a partial refinish or a complete respray. If the owner desires a renewal or a partial refinish, the refinisher first has to determine the kind of paint that the vehicle is finished with. Rubbing the surface briefly with a cloth soaked in cellulose thinner makes things clear: the color of a nitrocellulose paint or a thermoplastic acrylate paint (TPA) comes off very strongly in the process and becomes a little tacky.

TPA paintcoats are very soft. Refinishing with a very hard two-component acrylic paint is not possible, as there would be tension between the two layers of paint. This is why the old paint coat must be removed down to the bare metal.

Synthetic resin paints that were common until the 1980's cannot be coated with modern acrylic paints as they release solvent for a long time. Here, too, the old paint coat should be removed completely. If a

vehicle has had several total resprays or refinishes, it is also advisable to remove all layers by sanding or stripping. Otherwise, corrosion under the paint may go unnoticed.

Only modern paint systems are permissible today.

Nowadays, modern automotive coatings comprise up to six layers. In recent years, the focus in development and application was on reducing the solvent content. January 1, 2007 saw the coming into force of the new EU solvent directive that defines stricter limits for the emission of solvents into the environment. Now refinishers are obliged to use only those materials that comply with the new regulations.

Standox offers a state-of-the-art waterbased refinishing system, Standohyd, as well as an accurate color measuring device, Genius. This combination allows the reproduction of original shades with modern pigments, which are often much more light-fast and -stable than the old pigments.

Finding the right shade.

Determining the right shade is a particular challenge in vintage car refinishing. After all, there are more than 45,000 OEM coatings worldwide, and another 600 are added each year. Moreover, the paint changes over the years due to environmental influences.

Younger vintage and classic cars display the code of the vehicle as a combination of numbers and/or letters on the type label.

In case of older cars with traces of the original coating, only an analysis using the color spectrophotometer will give reliable information.

Determination of the shade with the Genius⁺ color spectrophotometer



The Mercedes-Benz Classic Center – Life-long Service.



Ever since its foundation on May 19, 1993, the Mercedes-Benz Classic Center in Fellbach near Stuttgart has been the port of call for owners of classic vehicles from the Daimler, Benz, Mercedes and Mercedes-Benz brands – on a global scale.

The workshop of the Mercedes-Benz Classic Center not only looks after the historical and more recent automobiles dis-

Quality, safety and originality are accorded top priority in the workshop of the Mercedes-Benz Classic Center.



All customers of the Classic Center benefit from the latter's direct access to all the relevant resources of the company.

This includes not only the comprehensive documentation in the Corporate Archives but also the facilities in Research and Development, the plants' expertise in prototype manufacture and the latest technical possibilities for reproducing true-to-the-original parts.

These factors contribute towards retaining the originality and historically authentic engineering of classic cars – the prime guarantor being the workshop of the Mercedes-Benz Classic Center.

played in the Mercedes-Benz Museum. The staff's unique technical and historical expertise is also made available to all customers of the brand who wish to retain their Mercedes-Benz cars in their original condition.



This is where classic cars from the Daimler, Benz, Mercedes and Mercedes-Benz brands are restored, repaired and serviced, always on the basis of a precise diagnosis and cost estimate. These services are, without exception, available to all models of the brands built since 1886. In addition, the workshop specializes in the pre-war supercharged models, the 600 and all models from the 300 series including the 300 SL Gullwing

The customers' classic cars are handled with the same devotion and expertise by highly qualified staff as the museum's dream cars with which they rub tire shoulders in the workshop.

After restoration at the Mercedes-Benz Classic Center, a Daimler, Benz, Mercedes or Mercedes-Benz always remains an original. The Center's workshop not only engages in complete or



partial restorations, however. It also repairs individual components and rebuilds engines, transmissions, axles, steering systems and other assemblies if these are no longer available from the stocks of over 40,000 different genuine Mercedes-Benz parts.

Your classic is given the same devotion and expert care by highly qualified staff as the museum's dream cars.



The Mercedes-Benz Classic Center – Life-long Service.



Owners of classic Mercedes-Benz cars do not always have to take their vehicles to Fellbach. They can turn to over 500 Mercedes-Benz sales and service outlets as well as authorized partners in Germany to obtain support in procuring replacement parts and literature.

The same applies to classic-car partners in France, Belgium and Switzerland. At 19 of these outlets in Germany,

From April through to October, eleven historical Mercedes-Benz convertibles can be rented for private outings from the Mercedes-Benz Classic Center.

an extended range of services is offered. These outlets employ specialists with the relevant expertise and skills and operate the facilities required for a classic-car workshop. They are able to provide competent advice in all questions relating to engineering, care, repair and originality, and closely coordinate their activities with the



experts in Fellbach at all times. The Mercedes-Benz Classic Center nevertheless remains the primary port of call for complete and partial restorations.

Since February 2006, owners of classic Mercedes-Benz cars in the USA have had their own port of call for service. In close cooperation with Mercedes-Benz USA, the first US Classic Center was opened in Irvine, California, in February 2006. This ensures life-long service for Mercedes-Benz classics in the USA as well.

Another service rendered by the Mercedes-Benz Classic Center is the compilation of expert reports on the originality of a classic car, including a description of its condition

and documentation for all vehicles produced by the company since the invention of the automobile in 1886.

Over and above this, all classic cars are thoroughly checked through before being offered for sale in the showroom of the Mercedes-Benz Classic Center. The same applies to the historical convertibles included in the Classic Events' pool of rental cars. These cars, which can be rented for private excursions from April through to October, are regularly serviced by the workshop experts.

The Mercedes-Benz Classic Center in Fellbach near Stuttgart is the port of call for friends and owners of classic Mercedes-Benz vehicles from all over the world.



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Visitors' address:
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Mercedes-Benz Classic Center
Stuttgarter Straße 90
70736 Fellbach

Opening hours: 9 a.m. – 5 p.m.



Repair of genuine vintage cars.



The first automobile, the Benz Patent-Motorwagen, was not painted. Karl Benz had the metal parts protected against corrosion with a kind of common black pitch. In those days, two basic products were used as paint: oil varnish based on linseed oil, or, if a special quality was required, amber varnishes obtained from liquid amber resins which were very expensive.

Nowadays, the choice of the "right" or ideal paint is a hotly

debated topic among the owners of vintage cars. Does it make sense and is it permitted to have the Mercedes-Benz "Ponton" coated with nitrocellulose paint as the original? Or is it more important that the car looks good, i.e. like new after the restoration? As a general rule, not all original paint qualities are available today. The original oil-based paint is recommended only for genuine historical rarities or museum cars. For all other vehicles, modern

Modern paints are superior to the original paints with regard to mechanical and UV-resistance.

and environmentally compatible paint systems have to be used. Nevertheless, classic cars, which are not refinished with expertise or with the wrong shade, may lose considerably in value. Which is why they should always be refinished by a competent bodyshop.

Consult an expert!

A vintage car should not be repaired by an amateur – no matter how enthusiastic he is. The health and safety requirements and the reliable repair of all systems with a relevance to safety can only be guaranteed by an authorised Mercedes-Benz workshop. Here, the paint finish will be performed to the required standards. High

quality paint systems must be applied by skilled specialists.

Therefore, we recommend that you always contact an authorised Mercedes-Benz bodyshop and/or qualified refinishers like the Repanet bodyshops which exclusively

use the paint systems approved by DaimlerChrysler AG.

Qualified bodyshops in your vicinity can be found at www.repanet.com

A Daimler, Benz, Mercedes or Mercedes-Benz car remains an original even after its restoration in the Mercedes-Benz Classic Center.





In good hands.

► Where passion rules, common sense does not have to be left out in the cold. The Mercedes-Benz Classic Center combines expertise and professionalism with skills in traditional crafts – as well as with a profound love of veteran and vintage cars. The most advanced technologies and the experience gained by the world's oldest motor manufacturer are made available for authentic restoration work or well-founded diag-

nostic reports. You are able to benefit from all this, whether you buy a classic car, choose the genuine parts you need from a range of over 40,000 or opt for one of the exclusive accessories from our Classic Collection. Or do you want to go on an unforgettable trip in a classic car? We'll arrange an attractive event for you and your business partners – with just the right classic Mercedes-Benz cars which suit your

requirements. We cater for your passion, and you'll be in good hands.



Mercedes-Benz