

TUF

THE ULTIMATE FINISH

ISSUE 26 JULY 2020

A
AXALTA
axalta.com.au



IN THIS ISSUE

HELICOPTERS SOARING HIGH
NEXT GENERATION CLEAR COATS
DRAG-RACING ENVY OF VICTORIA

Your Passion.
Our Coatings.

TABLE OF CONTENTS

- 3 McDermott Aviation
- 4-5 BJM Panels
- 6-7 Next Generation Clear Coats
- 8 Palma Panel & Paint
- 9 New Look Labels
- 9 Sagola 3300 GTO
- 9 1K Waterborne Stone Chip Guard
- 10 Tech Tip: Repairing a Matt Vehicle
- 10 Walker Crash Repairs
- 11 Ace Crash Repairs
- 11 Trev's Pro Street Panels
- 11 Recognition Listing

MAGAZINE CONTRIBUTORS

Editor-in-Chief	Steven Brett
Editorial Coordinators	Rosanna Melluso and Nancy Lane
Art Director	Cathy Green
Copywriter	Veronica Miller

Do you have a great story?

We'd love to hear it!
Email Info-ANZ@axalta.com
or call **1800 292 582**.

Follow us on Social Media

Did you know Axalta Australia and New Zealand has a presence on multiple social media channels? Follow us today to stay up to date with the latest industry and product news.



A MESSAGE FROM THE MANAGING DIRECTOR



YOUR PASSION. OUR COATINGS.

As we look to the second half of the year, a sense of normality is starting to return to what has been an unusual year. One thing that has remained constant is the passion that many of our customers possess - for their work, their hobbies and our products. In this issue, we are pleased to be able to highlight just some of the amazing work our customers have achieved using our coating products.

This month, our cover photo takes our products sky high, featuring an application on a helicopter from McDermott Aviation - Australia's largest private helicopter company. You can read further about this Queensland-based company on page 3.

Pages 4 and 5 showcase a stunning classic car restoration featuring a striking red finish in Spies Hecker coatings. Also boasting a striking finish is the burnt orange Chevy featured on page 8, coated in Cromax.

Later this year, we are taking our clear coat technology one step further with our next generation of clears. On pages 6 and 7, read all about the latest generation of products which utilise our patented fast-cure, low-energy Axalta technology.

Finally, when it comes to matt vehicles, it is crucial to get repairs right. This month's tech tip, on page 10, provides guidance on how you can achieve a great result using Standox 2K Special Matt.

Enjoy the read.

Sincerely,

Steven Brett
Managing Director
Axalta Coating Systems



Published by Axalta Coating Systems.

© 2020 Axalta Coating Systems LLC and its affiliates. Third party logos are property of their respective owners. All rights reserved.

Axalta Coating Systems 16 Darling Street, Marsden Park, NSW, 2765 **T** 1800 292 582 (AXALTA) **E** Info-ANZ@axalta.com



Helicopter from McDermott Aviation, coated in Axalta's aviation range of products.

QUEENSLAND SOARING HIGH

Operating worldwide, and still located on Queensland's Sunshine Coast where it was founded, McDermott Aviation was established back in 1982. In the years since it began operations, it has grown to be Australia's largest privately owned helicopter company, owning and operating over 30 helicopters.

McDermott Aviation are the industry leaders in lifting/aerial crane operations, mosquito and fire ant control application, search and rescue operations, aerial application, VIP charters and freight, agricultural and forestry spraying and aerial fire fighting.

They were in high demand during Australia's recent bush fire crisis, and were involved in various Fire Control Operations in NSW, VIC and QLD, as well as for a number of privately owned forest plantation companies.

The heavy duty work undertaken by the helicopters means they need heavy duty paint protection, which is provided at the company's in-house paint facility, run by Head Painter Matt Gill, who has been with the organisation for 11 years.

The McDermott Aviation in-house paint team is based in a custom maintenance facility that services all the aircraft. The team consists of Matt, as Head Painter, two painters and an apprentice.

"I came to McDermott's after spending 25 years in the automotive paint industry," Matt explains. "And there isn't that much difference between painting cars and aircraft, except that the jobs are way bigger."

Below: The process of painting a helicopter.



The different substrates - planes are aluminium or composite and cars are steel - means that the painters use different products. Importantly, the top coats are hard wearing to provide protection against the highly corrosive chemicals often sprayed from the helicopters.

"Generally an aircraft needs a completely new paint job every nine or ten years, although there are touch-ups in between," says Matt.

The painters use a peroxide based stripper, and the helicopters then go through a phosphoric acid wash, followed by an Alodine process which prepares the aluminium for primer. The aircraft is then painted in specialist booths.

"Each refurbishment takes two to three months, inside and out. Any repainting of only the exterior takes approximately six weeks," Matt explains.

"We use Axalta's aviation range of products. They are really good products, especially for corrosion control. The primers are really effective in that department. There is a significant risk of corrosion due to the chemicals sprayed from the helicopters and the environments they fly in, so it's really important to use a good product that is going to hold that back."

**Distributor: Brisbane Refinish Supplies
Paint System: Imron Aviation**

THE *Ultimate* AUSSIE RESTORATION



The completed Dodge Dart looking stunning in a red coating.

AWARD-WINNING LABOUR OF LOVE IS THE DRAG-RACING ENVY OF VICTORIA

Never a lover of the Aussie Valiant, Brent Murray, owner of BJM Panels in Portland Victoria, grew "pretty fond" of them after spending time doing up a Valiant for a customer in 2001.

The nagging feeling of doing one up for himself never left and in 2007 he bought a Valiant hard top. After converting it to a Dodge Dart and going to a few car shows, Brent decided to strip it back to virtually a bare shell and started rebuilding it from there.

The rebuild was a labour of love, taking six years to bring the car up to its award-winning finish. Brent did most of the work himself, including all the tub work and the panel work. It included installing racing seats, harnesses and a roll cage, as well as upgrading the rear suspension for drag racing.

"The only thing I didn't do was build the motor - that's a new blown 440 big-block Chrysler with 1080 horsepower." said Brent.

The paintwork was entrusted to his friend and colleague Trevor Sherwell from Ace Crash Repairs, who used all Spies Hecker products to give the car its eye-catching Candy Apple Red colour.

"It's been painted now for six years and there's not a scratch. The Spies Hecker paint still looks stunning and it is still winning awards."

The awards this beauty has won is impressive: most recently it was announced as the Grand Champion at Red Centre NATS 2019. It's also graced the cover of Street Machine magazine and consistently places in the top 20 cars in the country.

Your Passion. Our Coatings.



Above: The car was painted six years ago using Spies Hecker products.

Right: In addition to several other awards this beauty has won, it earned a spot in the Elite Top 20 at Summernats 29.

It's no wonder Brent's car is a stunner - classic car restoration work is the mainstay of BJM Panels, which has been in business for three years now. They restore a lot of classics, including Monaros and Chevrolets, in addition to some insurance work for classic car Insurer, Shannons.

BJM Panels is a family affair, with Brent working side by side with his son, who recently started an apprenticeship with his dad.

If you fancy seeing this beauty, a trip to the drag racing in Portland on a Friday night would be an adrenalin-pumping evening!

Distributor - Crash Supplies, SA
Paint System - Spies Hecker



1968 Dodge

- Colour: Candy Apple Red
- Engine: 390 Motor Sports C
- Model: 390 Motor Sports C
- Wheels: SCAT #340 Forged
- Brakes: 3.25" 5 Spoke
- Interior: 21. Blower
- Components: Comp. Truck Puller
- Lighting: Comp. Truck Puller
- Paint: Electrocoat PPM Auto
- Wheels: 3.25" 5 Spoke
- Interior: 21. Blower
- Components: 21. Blower
- Lighting: 21. Blower



COMING SOON

NEXT GENERATION CLEAR COAT TECHNOLOGY

The impending release of the next generation fast-cure, low-energy clear coats will deliver even more benefits to bodyshops.

In 2016, Axalta set new standards with the release of our patented fast-cure, low-energy technology and the first-generation of revolutionary clear coats. Redefining what was possible in refinishing, the technology, which was developed in-house, increased throughput, decreased energy usage and reduced application times by up to 50%.

Taking this technology one step further, we are excited to launch the next generation of clears. These have been developed using improved resin technology to deliver even more benefits to our customers.

BENEFITS INCLUDE:

- Improved flexibility and control
- Application in 1.5 or 2 coats
- No need to activate the basecoat when using the clears as part of the Xtreme, Speed-TEC or Ultra Performance System.

It can be tinted with clear coat additives to match special OEM colours, allowing refinishers to create brilliant paint effects. Other advantages include superb filling power to cover dirt and dust particles, reducing polishing time, good overspray absorption, perfect for easy blending and excellent vertical stability.

The accelerated drying times, of 30 to 55 minutes at 20°C and 10 to 15 minutes at 40°C to 45°C cuts both spray booth occupation times and energy consumption while still delivering a robust performance with an exceptional finish.

To take full advantage of the benefits of the new clear coat, bodyshops should use it in conjunction with the Xtreme, Ultra Performance or Speed-TEC Systems.

This is the perfect new product for bodyshops. It is easy for refinishers to use, improves throughput, reduces operating costs and, ultimately, the customers get their vehicles back faster.



CUSTOMERS WILL BENEFIT FROM:

HIGHER VEHICLE THROUGHPUT

Faster drying times reduce booth times enormously. Operations become more efficient and bodyshops can repair more vehicles per day.

LOW INVESTMENT

Spray booths that are no longer able to reach a bake temperature of 60°C do not need to be retrofitted. Shorter drying times at 40°C or 20°C can avoid or delay greater investment and increased infrastructure costs.

REDUCED ENERGY COSTS

Booth temperatures can be set at 40°C or 20°C for drying at times when job volumes are lower, which will consistently reduce energy costs.

ADDITIONAL MARKETING OPPORTUNITIES

Accelerated drying times will make small refinish jobs more lucrative, with the potential of providing opportunities such as a one-day repair service.

E-CAR FRIENDLY

Drying at lower temperatures is the gentle way to refinish cars, making it an ideal solution for electric or hybrid cars with sensitive electronics. This technology will save the lifetime of batteries and other components.

SAFE FOR SOME TYRES

Regulations for some vehicle models require tyres to be removed prior to painting as they are sensitive to heat. This requirement doesn't apply to drying temperatures of 40°C to 20°C and as a result, is a significant time saver.



STANDOX



SPIES HECKER



CROMAX

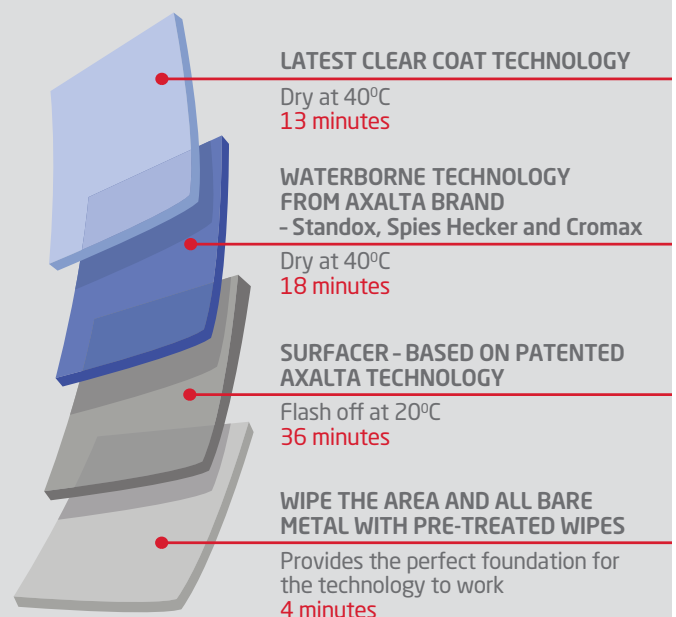
The next generation clear coats will be available in the second half of 2020. The products are:

- Standocryl VOC Xtreme Plus Clear K9600
- Permasolid Speed-TEC Clear Coat 8810
- CC6750 Ultra Performance Energy System Clear

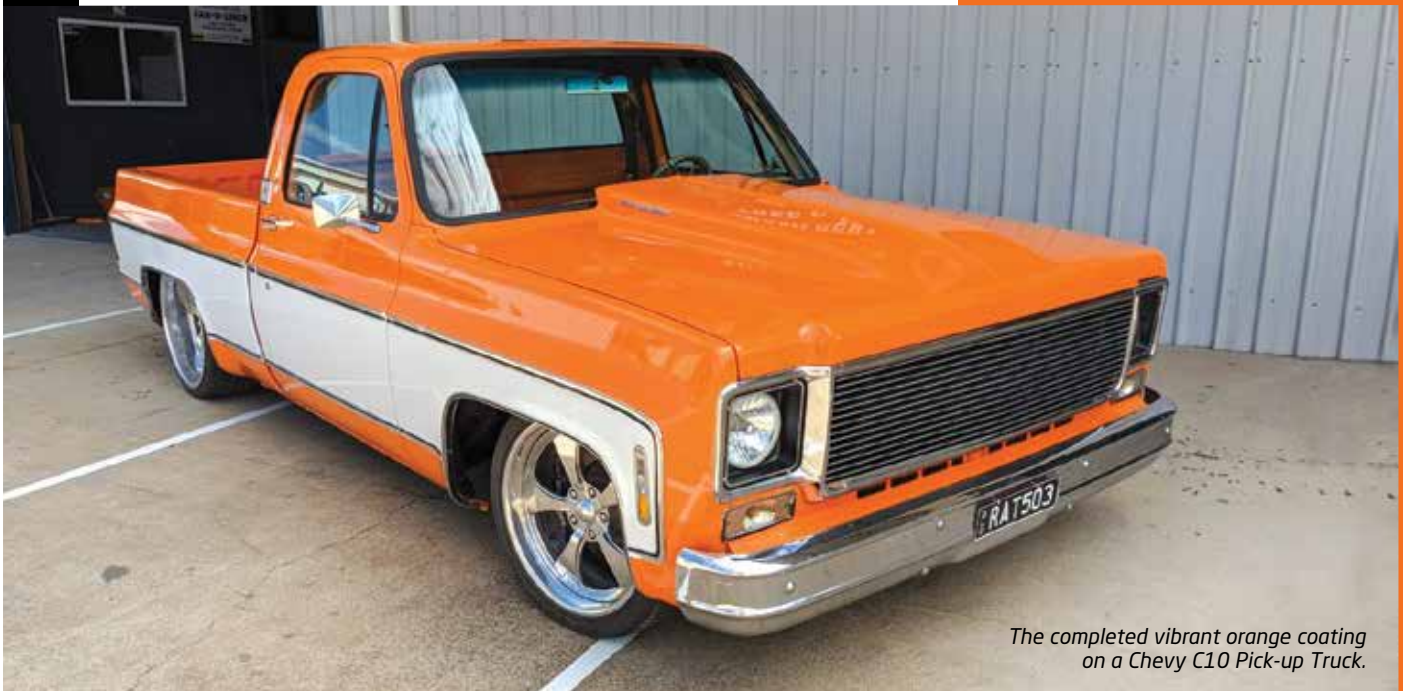
For more information, scan the QR code next to the relevant brand.

Right: An example of the time taken to paint a new OEM primed part using the new clear coats as part of Axalta's fast-cure, low-energy technology.

STANDARD PAINTING PROCESS IN AROUND 1 HOUR



TOTAL TIME = 71 MINUTES



The completed vibrant orange coating on a Chevy C10 Pick-up Truck.

BURNT ORANGE CHEVY

AN OLD-SCHOOL APPROACH TO PANEL AND PAINTWORK CREATES A STUNNING FINISH FOR A CHEVY C10 PICK-UP

Located in Yeppoon, Queensland, Palma Panel & Paint is a family-run business owned by Sebastian Palma and his son Brad. The father and son team are well-known for their passion and quality workmanship.

"We pick and choose who we want to do a job for," explains Sebastian. "It depends on their expectations and how passionate they are about their vehicle." This is particularly important, as the work undertaken in his shop is done properly the first time and Sebastian believes that great work cannot be rushed.

It is a philosophy that Sebastian applied when a potential customer approached him to repaint a Chevy C10 Pick-up Truck.

"He came to see me and brought the Chevy with him," Sebastian said. "It wasn't a bad looking machine but when I looked at the vehicle closely, there was a lot of paint built up. It was going to be a big job - we needed to strip everything off, take the bed off the body. All the doors and the bonnet were out of whack and not lined up properly."

Sebastian promised the best job, but warned there were no short cuts and it would take time. In the end, the job took 12 months, but the results were worth it.

The team got to work, stripping the paint back one panel at a time, addressing the surface rust they found, cutting out and welding rust found at the bottom of the sections. It was detailed and time-consuming work.

When time came for painting, Sebastian was adamant that the Chevy looked its best with a finish that would stand the test of time. "The products I was going to put on the vehicle were going to be the best, no short cuts," explained Sebastian.

The owner chose a vibrant orange colour for the paint work. Contrasted with Olympic White, the result was stunning.

"The beauty of the colour is when you see it in the natural light it looks orange, almost fluorescent. Under the lights, the colour turns a burnt orange, which in a car show will be beautiful."

Distributor: Rev's Paint Supplies, Rockhampton
Paint System: Cromax



The Chevy C10 Pick-up Truck in various stages of repair.

NEW LOOK LABELS

Soon you will see a brand-new look on the labels of three of our brands - Standox, Spies Hecker and Cromax. The new look labels give you everything you need to know at a glance and will be rolled out across all product types by the end of the year.

Each brand has similar changes, such as product codes and product descriptors being displayed more prominently on the front of the label, as well as coloured panels (or waves for Standox) indicating what product family and therefore what technology is contained within the tin.

Scan the relevant QR code for more information on each brand's new labels.



KEEP AN EYE OUT FOR THE NEW LABELS ROLLING OUT IN THE SECOND HALF OF 2020!



THE VERSATILE 3300 GTO

For high performance primer filler application, you can't go past the Sagola 3300 GTO 1.8 spray gun.

But did you know you can also convert your 3300 GTO into a quality "Spray Polyester" gun? Just by adding the 2.8 needle/nozzle set and special Sagola 625 Aircap, this 3300 GTO becomes a potent tool for applying thick materials such as Spray Polyester.

These types of thick, high viscous materials should be sprayed with quality tools. Even with Spray Polyester, orange peel should be kept to a minimum, doing this will help reduce the amount of effort required for sanding and finishing prior to the next stage of primer surface work.

For more information talk to your local Axalta distributor.



1K WATERBORNE STONE CHIP GUARD

The new 1K Waterborne Stone Chip Guard is a chip resistant, flexible coating designed to extend the lifespan of commercial vehicles on the road.

1K Waterborne Stone Chip Guard provides excellent protection against stone chip damage and acts as an anti-corrosive barrier for vehicle underbodies. This highly flexible coating absorbs and deflects impact from road debris that vehicles are exposed to during their service life.

The product is easy to apply using conventional spraying equipment. After applying the coating onto the clean substrate surface, it is touch dry after 30 minutes and can be recoated after two hours at room temperature. Due to the waterborne nature of the product, it is easier to clean up and also provides better working conditions for painters.



FOR MORE INFORMATION, PLEASE CONTACT YOUR LOCAL AXALTA DISTRIBUTOR.

TECH TIP

REPAIRING A MATT FINISH

STANDOX 2K SPECIAL MATT

A dull matt or shimmering satin surface gives a vehicle a special style and makes it stand out from the cars with gloss finishes. However, repairing matt finishes poses particular challenges for bodyshops.

Repairs require precise preparation and considerable professional skill. What is common practice for high gloss clear coats is out of the question for matt paint finishes. The more matt a matt clear coat is, the more accurate the preparation, basecoat application and clear coat use has to be.

Standex 2K Special Matt is a crucial product in helping you achieve an ideal result and below we take you through the best process for repairing a matt vehicle.

1. PREPARE AND CLEAN AS USUAL

Prepare for the entire matt clear coat application, as blending of the matt clear coat is not possible.

2. BASECOAT APPLICATION AND FLASH OFF

Apply the basecoat as per normal Standoblue process. Allow for sufficient flash-off time afterwards.

3. APPLY MATT CLEAR COAT

Apply the first spray pass and let it flash off for 15 minutes at 20°C. Then apply a second spray pass. Let the vehicle part flash-off a final time before force drying it for 10 to 15 minutes.



A completed matt finish on a vehicle.

The clear coat/Special Matt mixture must also be stirred carefully before adding the hardener.

As the clear coats all have different properties and mixing ratios, we recommend using the Standocryl VOC HS Clear Coat K9520 from the Standex refinish range. Only the VOC HS Clear Coat K9520 has the best basic properties for this particular type of application and is approved by the major car manufacturers for refinish work.

4. DRYING IN THE SPRAY BOOTH

Allow the painted vehicle part to dry for 45 to 50 minutes at 60°C to 65°C panel temperature.

Treat all fresh matt paints with the greatest care. Currently, damage to surfaces can only be repaired by refinishing complete panels. Contamination, for example with grease, adhesives or sealants, must be removed immediately with solvent-free cleaner. Do not use any solvents!

**LOOKING FOR A MATT FINISH USING SPIES HECKER OR CROMAX PRODUCTS?
TALK TO YOUR AXALTA REPRESENTATIVE OR DISTRIBUTOR FOR DETAILS ON PRODUCTS TO USE.**



The team at Walker Crash Repairs, SA.

35
YEARS

WALKER CRASH REPAIRS, SA

Established in 1976 by two brothers, John Walker took over the business from his brother in the early 1990s. John was joined by his sons, firstly Mark as an apprentice panel beater in 2004, then younger son Sean started his apprenticeship in 2005, also as a panel beater. Mark and Sean now manage the business, undertaking predominately insurance work and some private work in their bodyshop in Prospect, Adelaide.

The professional and diverse team of 11 specialise in 4WD chassis repairs, from heavy structural repairs to small works such as bumpers. Walker Crash Repairs has been using the Spies Hecker paint system for 35 years. They were one of the first trial shops in the mid-90s to use the then-new waterborne technology and have been using it ever since. Mark credits the high quality of the product and the ever-improving technology to their loyalty to the system.

RECOGNITION AWARDS

35
YEARS

ACE CRASH REPAIRS, VIC

Trevor and Karin Bullock and the team at Ace Crash Repairs, located in Portland, Victoria celebrate 35 years using the Spies Hecker paint system. The family-owned and run bodyshop has been operating since 1976, and in its current premises since 1985. The long-serving team of 10, including painters, panel beaters and office staff know their trade backwards, delivering excellent smash repair services to their local community.



The team at Ace Crash Repairs, VIC.

35
YEARS

TREV'S PRO STREET PANELS, SA

Trev's Pro Street Panels, owned and operated by Trevor Matthews, celebrates 35 years using the Spies Hecker paint system. Located in Monash, South Australia, Trev specialises in restorations, including hot rods and street machines. Currently working on a 1968 Falcon GT, Trev does all the restoration work himself, including the engine bay, interior, under body and, of course, the custom paint work. Each restoration takes approximately 12 months and Trev only works on one at a time, by himself. Doing such specialised work, Trev credits the quality and user-friendly paint system for his long-term loyalty, and happy customers.



Trevor Matthews from Trev's Pro Street Panels, SA.

35
YEARS

SPIES HECKER

Ace Crash Repairs PORTLAND VIC
Trev's Pro Street Panels MONASH SA
Walker Crash Repairs PROSPECT SA

25
YEARS

SPIES HECKER

Body Perfect Smash Repairs BANKSTOWN NSW

20
YEARS

STANDOX

Barbanera's Prestige Smash Repairs SYDENHAM NSW

CROMAX

Dick Porter Body Works WEST END QLD
Parkers Body Shop CLONTARF QLD
Willsmore Motor Body Repairs WOODVILLE SA

15
YEARS

STANDOX

Penno Smash Repairs BENDIGO EAST VIC

SPIES HECKER

Apache Paint & Print WHYALLA STUART SA
Contour Body Repairs PADSTOW NSW

CROMAX

Economy Crash Repairs SOUTHPORT QLD

10
YEARS

STANDOX

Luton Smash Repairs SMITHFIELD NSW

SPIES HECKER

Bangalow Smash Repairs BANGALOW QLD
Spot On Panels DEER PARK VIC

CROMAX

Ela Motors Goroka GOROKA PNG
Ela Motors Kokopo TAKUBAR PNG
Ela Motors Lihir LIHIR, NIP PNG
Ela Motors Madang MADANG PNG
Ela Motors Mt Hagen KIMININGA PNG
Ela Motors Wewak WEWAK PNG
Urban Art Projects NORTHGATE PNG
Preston Toyota PRESTON VIC
Reichstein Brothers LOXTON SA

AXALTA

Bundaberg Sandblasting BUNDABERG QLD

COMING SOON



GET YOUR BODYSHOP SET FOR TAKE OFF



© 2020 Avalla Coating Systems. All rights reserved.

CC6750 ULTRA PERFORMANCE ENERGY SYSTEM CLEAR – UP TO NEW HEIGHTS

Take refinish performance to new heights with the latest product in the Ultra Performance Energy System – the CC6750 Ultra Performance Energy System Clear – our latest clear coat innovation. Application in 1.5 or 2 coats makes it convenient to use while excellent vertical stability and filling power provide top hold-out, gloss retention and durability. Save time and energy by choosing to dry for either 30-55 minutes at 20°C or for 10-15 minutes at 40-45°C. Or for extremely fast drying, 5-10 minutes at 60-65°C. As an added bonus, when used as part of the Ultra Performance Energy System, there is no need to activate the Cromax® Pro Basecoat, it's not only fast but really easy to use too. Time for Take-off. Find out more at cromax.com.au/cc6750.

