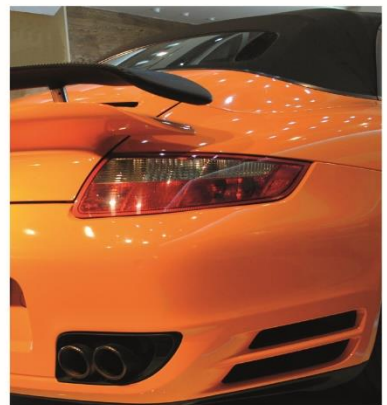
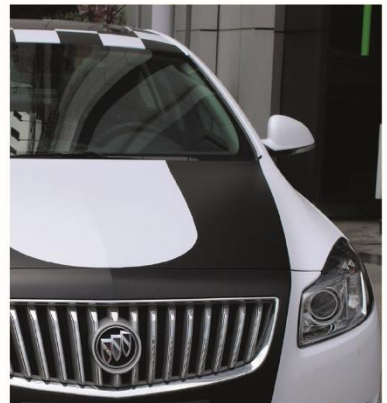
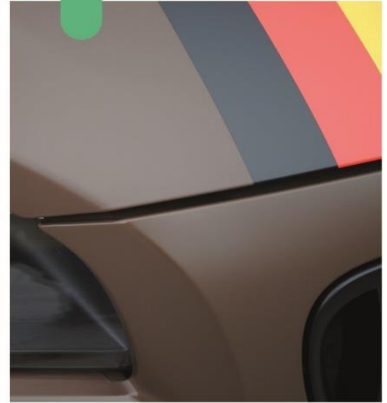


GRAFITYP

makes you stick



Manual

Economy wrapping with polymeric calandered AMD films.

grafityp.com

WHY CHOOSE POLYMERIC CALENDERED FILMS ?

Polymeric calandered GrafiWrap wrap films are suited for wrapping slightly deformed objects.

As a result of a completely different production method, these films are less expensive than cast films. The life span of these films is also lower than the life span of cast films.

In comparison with the cast GrafiWrap films, these films have other characteristics, which make them less suited for a full wrap with big deformations.

Polymeric calandered wrap films can be more sensitive to scratches and adhesive transfer problems than cast wrap films.

Also take into account that the life span of a vinyl (any vinyl) will be reduced by about 50% if it is applied horizontally, in comparison with a vertical application.

Large deformations are preferably wrapped in several parts with this vinyl. This means that you will see a seam where pieces of vinyl overlap.

If the customer agrees with all these limitations, it makes sense to read this manual.

We explain where and how you can let various pieces of vinyl come together, without it being disturbing.

These films can be used for :

- changing the colour without the need to re-spray.
- paint protection.

PREPARATIONS

Before you start applying the polymeric Grafitack wrap films, you have to make sure that

- a. the vehicle or object is suited for a "wrap",
- b. the environment is suited for the execution of the job
- c. all tools required for the wrap are available.

The vehicle or object

First of all take care to ensure the paintwork of a vehicle or object is sufficiently cured. This should not be a problem with new vehicles.

Attention ! A waiting period of at least six weeks is required for newly painted vehicles. Paintwork that is not sufficiently cured may result in it peeling off at the removal stage of the film (during the application as well as afterwards. Water based paints are never wrapped with polymeric Graftack wrap films (see: use of primers).



>17°-24°C

Environment

The ideal environment for wrapping is a well illuminated, dust free area with a constant temperature between 17°C and 24°C. The vinyl to be used also needs to be sufficiently acclimatized. The preparation of the vehicle includes the removal of unnecessary car parts, such as number plates, window rubbers, mirrors, the antenna, etc..., just to make the application of the vinyl a lot easier.

Requirements

- a squeegee with a felt strip at one side (SPAVELC), or a hard squeegee with a separate felt squeegee (SPATEL & VILT08),
- a very sharp scalpel (cutter),
- a heat gun with regulatory air pressure and temperature,
- soft, clean, fluff-free gloves (GLOVE1),
- a good, non-aggressive degreasing agent and/or silicone remover, isopropanol, ethanol or "Rapid Prep",
- a primer,
- cleaning cloths (of which the cleaning agent is not solvent based).

Cleaning and/or degreasing the vehicle or object

The vehicle or object should be cleaned a day in advance of wrapping (by hand or in the car wash, but without using wax). Why a day in advance ? So that you can be completely sure that everything is completely dry, and that no water will run out from the rubber trims or indents.

We are using isopropanol, ethanol or "Rapid Prep" for degreasing the vehicle properly. Pay special attention to deep recesses. A tissue wiped over a small area and discarded after short use will prevent silicones being moved around. Also pay special attention to "hidden" areas and areas that are hard to reach, such as the backside of the wheel housing.

More details about the correct cleaning and degreasing can also be found in the GraftiWrap manual (part 3).

Use of a primer

As we are talking about an "Economy Wrap" here, we are strongly advising AGAINST the use of a primer to increase the adhesive strength of the vinyl. Vinyls that have been applied with a primer are very difficult to remove afterwards.

WRAPPING WITH POLYMERIC CALANDERED WRAP FILMS

1. Slightly deformed surfaces can be wrapped in one piece



As the deformation of the various car parts is not that big, the doors, front mudguards and the boot lid can be wrapped in one piece.

The various car parts are wrapped separately, which allows you to fold the vinyl around the edges. In this way the original car colour will no longer be visible. Folding the vinyl over the edge also prevents that the vinyl will come loose at the edges. Make sure the vinyl is stretched as little as possible where it is folded around the edges.

The less the vinyl is deformed, the better the final adhesion.



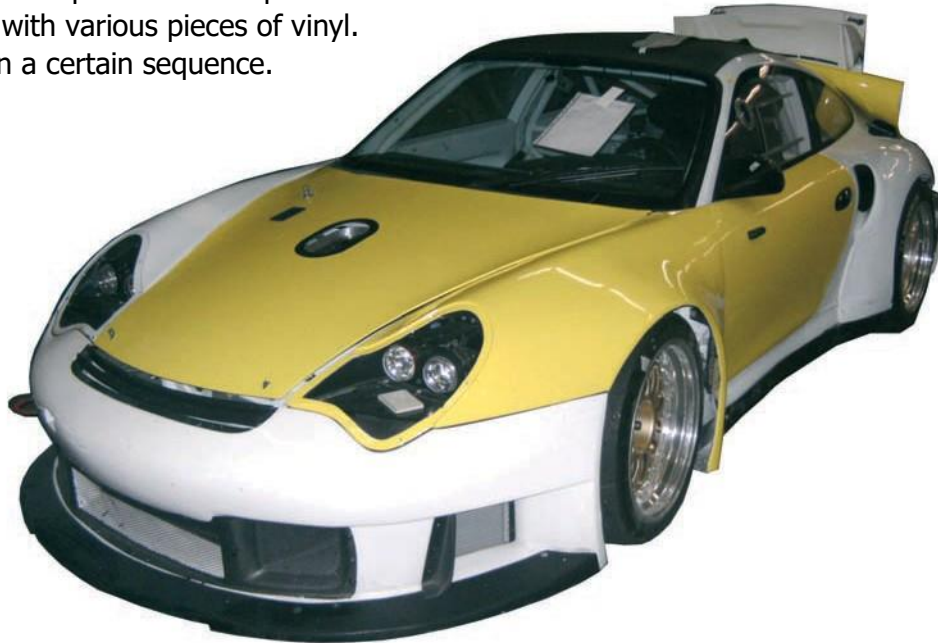
2. Car parts with large deformations

The front bumper.

Because of the extremely deep air scoops and the extremely spherical shape of this bumper, it is impossible to wrap it all in once piece.

So we will work with various pieces of vinyl.

We will do this in a certain sequence.



Once the front grill and the aerodynamic covers have been removed and everything has been cleaned and degreased, we proceed as follows :

We start with the bottom backside of the bumper.

Make sure the vinyl is free of tension wherever possible and try to avoid stretching the vinyl.

As a result the vinyl will less tend to come loose in the corners.



The sequence of the parts to be applied is "draining", and preferably from back to front. This cannot always be combined (see numbering).

For the same reason you always start with the bottom parts, and then the upper ones.

Finish each piece of vinyl before you start with the next piece (cut off and after-heating).



The spot where the seam will be visible, should be kept as small as possible (see (arrows)).

The overlap should be about 5mm.

Cut off the excess of vinyl with a very sharp scalpel (cutter) without cutting in the vinyl underneath.

Practice makes perfect...



Continue by applying the vinyl at the other side of the bumper.

Then we continue with the middle part. Once again the vinyl is applied and rubbed firmly with as little tension as possible. Start at the centre of the flat bottom part, and then rub the vertical pieces.

The adhesive is pressure sensitive. The harder you press the vinyl, the better it will stick to the surface.



Now you can apply the vinyl on the upper side of the bumper.

As always, you rub the vinyl in horizontal movements, starting at the centre of the bumper.

The largest deformation of the bumper is situated just under the corner of the head light. In this case it will just about be possible to wrap the upper part of the bumper in one piece.

If the deformation is too large, the upper part of the bumper also needs to be wrapped in several parts.



Don't forget to reheat every piece of vinyl (90°C on the vinyl), and to press it firmly once again after it has cooled down. This is very important.

In this way the remaining tension will be taken out of the vinyl, and it will no longer tend to come loose.

Always do this before you start applying a new piece of vinyl.



The bumper is now ready, and the result is quite impressive. Leave the car in a room that is not cooled down too quickly. In order to achieve a perfect result, the vinyl needs one more night in an acclimatized room to "settle".

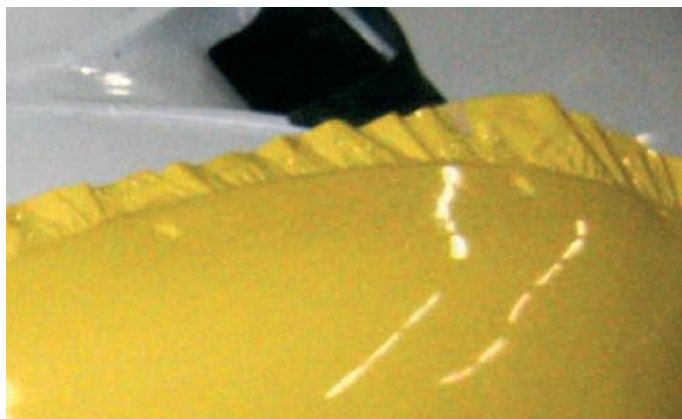
A seam will eventually be visible at the dotted lines.

Wrapping the back mudguard

Again we start by carefully studying the part to be wrapped. We determine the sequence of each piece of vinyl to be applied.



1. Bottom and back part of the mudguard.
2. The upper air intake.
3. The threshold.
4. The side air intake.
5. The upper part of the mudguard.



As this mudguard consists of 2 parts, with a high raised edge in between, it is not possible to wrap this mudguard in one piece with this vinyl.

The vinyl is wrapped over the bottom part of the mudguard, ending in the deepest part of the indent. Press the vinyl firmly, cut it in one smooth motion, reheat it and after it has cooled down, press it firmly again.



Then continue with the upper air intake. It is not possible to wrap this part together with the upper part of the mudguard (5), as it goes too far downward, and you wouldn't have enough vinyl left to do it all in just one piece.

Start rubbing the vinyl at the centre horizontal part towards the vertical edges. Fold around the edges with as little tension as possible.

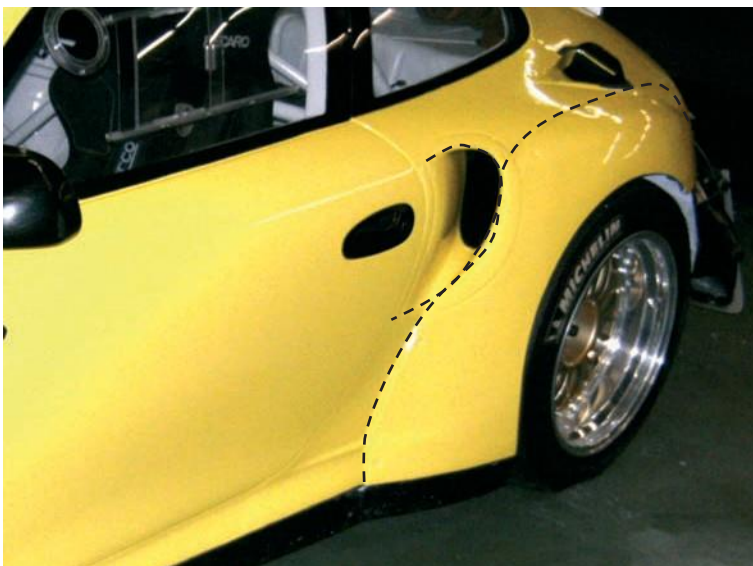
Afterwards fold the vinyl around the horizontal edge.



The threshold.

This part can also be wrapped with Grafitack Wrap film. The deformations are not too complex.

Also wrap a considerable part of the inside of the car. This will give a much more finished look.



The rest.

Parts 4 and 5 have also been wrapped with a 5mm overlap.

The dotted line represents the seams.

The final result looks quite well.

The strongly deformed grills and the mirrors have been wrapped with Graficast Carbon film (CB80) here. In this way they really catch the attention.

Removal of the film.

Polymeric calendered Automotive & Deco films can be removed again, but not as easily as the cast Automotive & Deco Films. In order to re-activate the adhesive, just heat the vinyl by means of a heat gun ($\pm 350^{\circ}\text{C}$ on the display). The heated vinyl becomes smooth again, after which it can be removed. Your car will look exactly as it did before the wrapping job.

Conclusion.

If you take into consideration the limitations of the Grafitack Economy Wrapping Films, they can be a good alternative for the Graficast High Level Wrapping Films.



OUR COMPLETE RANGE OF SOLUTIONS

Signmaking vinyls		Wrapping films
Monomeric Promo-series 100-series Polymeric 200/300 series	Cast Graficast series Non-PVC GEF series Translucent TL series Etched glass films	Standard Glossy Polymeric Wrap Matt Polymeric Wrap Matt Super Cast Gloss Super Cast Protective Paint protection film Decorative Leather Pearl Colour wave Metallic Matt Satin Brushed Carbon Stardust Flock
Print media		
Monomeric Polymeric Cast	Special formula Non-PVC Wall deco	
Laminates		
Monomeric Polymeric Cast	Special formula Non-PVC	

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PRINTED ON FSC PAPER

