



Paint and Livery Specification for



Prepared For	Mr Cliff Holdsworth				
Prepared By	MR Alan Cresswell				
Process Spec Number	PS424				
Version Number	V1				
Version Date	January 2020				
Colour Description	Client Specific				

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Client Profile

No matter what you are hauling – waste, scrap metal, aggregates, grain or forestry products, and if you need a trailer that's custom-built to do the job right, you need a Titan.

From industry leading THINWALL[™] trailers here that include, tippers and hoppers to a full range of specialized trailers. Titan trailers are renowned for long lasting strength in the most demanding jobs.

But their biggest strength is custom-designing and building the right trailer to help your business drive for the bottom line.

Today, Titan Trailers Inc. is known as an excellent innovation leader in the transportation industry, long recognized for job-specific functionality and attention to manufacturing detail.

With the patented THINWALL[™] extruded aluminium panel, Titan has made an indelible mark on the trailer industry; other manufacturers have developed their own extruded aluminium smoothside panel, but none have matched the original THINWALL[™] trailer for strength, durability, load capacity and fuel efficiency.

About this Colour and Paint Process Specification

The colour and process specification has been prepared on behalf of Titan Trailers and their customers.

The colours and processes specified within this document has been approved by Titan Trailers and represents the standards for all customer's equipment and vehicles across the UK. Paintshops under taking work for Titan Trailers must undertake to guarantee their work and the appropriate certification should be provided for each job.

All new and refurbished customer vehicles and equipment must comply with this specification standard, so failure to comply with this PaintSpec may cause the vehicle, or equipment, being repainted should they not to comply with the standard/s identified in this document.

Vehicle Description

This specification covers the painting and processes of painting of aluminium articulated trailers, for body and chassis painting where relevant.

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Typical Vehicle Types







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Paint Process Notes

Painting Process System – 1.01 Substrate - Steel

Preparation									
	Blast clean to a profile of 20 - 30 microns meeting Swedish standard SA2.5 - 3								
	Following blast clean blow, brush or vacuum blast residue from substrate Note: consider the blast profile achieved and a flatting with P80 - P120 abrasive may be beneficial								
	Within 8 hours apply the specified primer								
	Priming	g							
	Apply 2 full coats to exceed a minimum dft 80 microns above the blast profile								
	Product: P580-350X CFE Epoxy Primer	Tech Data Sheet: <u>T8500V</u>							
<u>}t}t</u>	After recommended flash-off period the primer may be over coated without sanding.								
Topcoating									
)))))	Apply 2 full coats								
	Product :P498-XXXX 2 Pack EHS Turbo Plus	Tech Data Sheet: <u>V0930V</u>							

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Additional Information

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Bare steel requires careful preparation if the Autocolor paint system is to provide maximum protection against corrosion.

The preferred pre-treatment method for hot/cold rolled steel chassis constructions is blast cleaning, as this offers the most efficient method for the removal of surface contaminants. This process should be carried out to

BS7079 Part A1 (2nd Quality Swedish Standard SA2.5) resulting in a fine surface profile, no coarser than fine-medium grade as defined by ISO Standard 8503.

After blast cleaning, all contaminants and excess blast media should be removed using a brush and dry compressed air or vacuuming. The surface should be primed immediately after blasting with the relevant Autocolor primer.

Important

The process system is designed as a guideline for professional users only and a full understanding of the relevant technical data sheets is paramount prior to undertaking the work in hand.

For any queries contact PPG Industries (UK) Ltd Customer Services Department on 01449 771771

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Painting Process System – 1.16 Substrate –Steel							
	Preparat	ion					
A	Degrease substrate with P850-1367						
e	Dry sand with P180 – P320 grit abrasive, degrease with P850-1367						
Priming							
	2 full coats to exceed a minimum dft 2	5 microns					
	Product: P565-767 C F Etch Primer	Tech Data Sheet: S0100V					
	Apply 1 or 2 full coats to achieve a min	imum dft of 35 microns					
	Product: P565-370X Wet on Wet Undercoat	Tech Data Sheet: U0370V_TV					
	Topcoati	ng					
>1)	Apply 2 full coats to	o dft 50-70 microns					
	Product :P600-XXXX 2 Pack Premium EHS Turbo Vision	Tech Data Sheet: V1000V					

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Additional Information

Alternatively for good quality cold rolled steel, flat thoroughly using P80-180 dry sanding machine discs or P120-220 wet and dry paper then wipe clean with P850-1378.

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HS			paintspec				
	Painting Process S Substrate – Galva	System – 3.01 anised Steel					
	Preparat	ion					
	Degrease substrate with P850-1367						
e	Dry sand with P80 – P180 grit abrasive, degrease with P850-1367						
Priming							
	2 full coats to exceed a minimum dft 20-25 microns						
	Product: P565-767 C F Etch Primer	Tech Data S	Sheet: <u>S0100V</u>				
	Topcoat	ing					
	Apply 2 full coats						
*	Product :P498-XXXX 2 Pack EHS Turbo Plus	Tech Data S	Sheet: <u>V0930V</u>				
	Importa	nt					
The pro unders the wo	ocess system is designed as a guideline tanding of the relevant technical data sh rk in hand.	e for professional us neets is paramount	sers only and a full prior to undertaking				
For an	y queries contact PPG Industries (UK) I 01449 7717	⊥td Customer Servi 771	ces Department on				



	Painting Process System – 5.05 Substrate – Aluminium							
	Preparat	ion						
	Degrease substrate with P850-1367							
e.	Dry sand with P240 – P400 grit abrasiv	/e degrease with P850-1367						
	Primin	g						
	2 full coats to achieve	edft of 20-25 microns						
	Product: P565-767 CFE Etch Primer	Tech Data Sheet: <u>S0100V</u>						
	Topcoati	ing						
	Apply 2 full coats							
	Product :P498-XXXX 2 Pack EHS Turbo Plus	Tech Data Sheet: <u>V0930V</u>						
	Additional Info	ormation						
If the a be used but car does n	If the aluminium is of hard composition, coarser grades of preparation paper should be used to get the required key. Alternatively the aluminium may be blast cleaned but careful selection of blast media must be considered so that bi-metallic corrosion does not occur.							
Difficult thoroug	Difficult parts such as rivet heads or irregular sections should be scuffed very thoroughly with Scotch-Brite™							
	Important							
The pro unders the wor	ocess system is designed as a guideline tanding of the relevant technical data sh rk in hand.	for professional users only and a full leets is paramount prior to undertaking						

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Painting Process System – 13.02 Substrate - Zinc							
	Preparat	ion					
	Degrease substrate with P850-1367						
e	Dry sand with P320 grit abrasive, degrease with P850-1367						
	Priming	g					
	Apply 2 full coats to exceed a minimum dft 50 microns above the substrate						
	Product: P540-40X Fastbuild	Tech Data Sheet: T0650V					
	Topcoati	ng					
	Apply 2 f	ull coats					
Product :P498-XXXX 2 Pack Turbo Plus		Tech Data Sheet: V0930V					
Additional Information							
Bare st maxim	teel requires careful preparation if the Au um protection against corrosion.	utocolor paint system is to provide					
The pr	The preferred pre-treatment method for hot/cold rolled steel chassis constructions is						

paintspec

The preferred pre-treatment method for hot/cold rolled steel chassis constructions is blast cleaning, as this offers the most efficient method for the removal of surface contaminants. This process should be carried out to

BS7079 Part A1 (2nd Quality Swedish Standard SA2.5) resulting in a fine surface profile, no coarser than fine-medium grade as defined by ISO Standard 8503.

After blast cleaning, all contaminants and excess blast media should be removed using a brush and dry compressed air or vacuuming. The surface should be primed immediately after blasting with the relevant Autocolor primer.

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Important

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P L U S paintspe							
Painting Process S Substrate – Galva	System – 3.08 anised Steel						
Preparation							
Degrease substrate with P850-1367							
Dry sand with P80 – P180 grit abrasive, degrease with P850-1367							
Priming							
2 full coats to exceed a m	inimum dft 20-25 m	nicrons					
Product: P565-767 C F Etch Primer	Tech Data S	heet: <u>S0100V</u>					

Topcoating

Apply 2 single coats followed immediately by a light coat for even metallic appearance. Poor opacity or clean colours may require an additional coat.

Product : P492 - XXXX Turbo Plus Metallic Basecoat

Tech Data Sheet: V0320

Clearcoat Finish

⋗⋧ Apply 2 full coats Product :P190-1280 **Premium Clearcoat**

Tech Data Sheet: W0671V

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Additional Information

Important

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Painting Process System – 5.05 Substrate – Aluminium						
	Preparat	ion				
	Degrease substrate with P850-1367					
e	Dry sand with P240 – P400 grit abrasiv	ve degrease with P850-1367				
	Primin	g				
	2 full coats to achieve	e dft of 20-25 microns				
	Product: P565-767 CFE Etch Primer	Tech Data Sheet: <u>S0100V</u>				
	Topcoati	ing				
**	Apply 2 single coats followed immedia appearance. Poor opacity or clean cole	tely by a light coat for even metallic ours may require an additional coat.				
	Product : P492 – XXXX Turbo Plus Metallic Basecoat	Tech Data Sheet: V0320				
	Clearcoat F	inish				
	Apply 2 full coats					
	Product :P190-1280 Premium Clearcoat	Tech Data Sheet: <u>W0671V</u>				
	Importa	nt				
The pro unders the wor	The process system is designed as a guideline for professional users only and a full understanding of the relevant technical data sheets is paramount prior to undertaking the work in hand.					
For an	y queries contact PPG Industries (UK) L 01449 7717	td Customer Services Department on				

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Additional Information

If the aluminium is of hard composition, coarser grades of preparation paper should be used to get the required key. Alternatively, the aluminium may be blast cleaned but careful selection of blast media must be considered so that bi-metallic corrosion does not occur.

Difficult parts such as rivet heads or irregular sections should be scuffed very thoroughly with Scotch-Brite $^{\rm TM}$

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INNOVATING REPAIR SOLUTIONS

EHS TURBO® Plus Spectral Grey Identification

To identify the optimum Spectral Grey by specific colour, please refer to the colour formulation.



W: www.nexaautocolor.com T: +44 (0)1449 771771 E: ukenquiries@ppg.com

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High Build Primer

SG1	SG3	SG5	SG6	SG7
	100	94.3*	97.5*	88.5*
100				
		5.7*		
			2.5	11.5*
	SG1 100	SG1 SG3 100 100	SG1 SG3 SG5 100 94.3* 100 5.7*	SG1 SG3 SG5 SG6 100 94.3* 97.5* 100 - - - 100 - - - 100 - - - 100 - - - 100 - - - 100 - - - 100 - - -

*All units are grams per 100 grams



Cleaning and Maintenance of NEXA AUTOCOLOR [®] Paint films in the Commercial Vehicle market

Background

For Commercial Vehicle coatings, the durability and resistance to aggressive climate conditions are key requirements.

PPG provides high performance Commercial Vehicle paint systems that are able to cope with the toughest of environmental conditions. Even so, as for any coating system, the vehicle owner will need to take appropriate care in maintaining the condition of the paint film to maintain a high quality appearance and image over the life of the vehicle. Part of this requirement is the need to clean the paintwork regularly.

This document has been created with this in mind, and provides guidance and recommendations for the use of commercially available cleaners with TURBO® Plus EHS paint systems.

Description

When a vehicle is painted in a Nexa Autocolor paint system, you can be sure that the quality of the paint film is excellent and will remain so for the life of the vehicle if maintained properly. The Nexa Autocolor brand delivers the most efficient process at the highest level of quality for the Commercial Vehicle market.

Turbo Plus EHS is a two component acrylic polyurethane paint system, produced in conformity with the Paint Product VOC Directive (PPD), and provides outstanding gloss, superior appearance and durability, with a high level of colour accuracy. When completely cured, Turbo Plus EHS provides excellent chemical resistance.

<u>Note: Commercial washes, high pressure washes, and use of strong detergents, should not be used during the first 30</u> <u>days after application of the paint film.</u> The use of aqueous detergents for cleaning is possible. Any deposits of road tar should be removed with a soap solution.

Automatic cleaning machines can be used, but attention must be paid to the dosing parameters of cleaning machines. The maximum concentration should not be higher than 500:1 (water:detergent).

The pH value of these solutions should be between 9 and 10, and clean water must be used for a very thorough final rinse.





IMPORTANT: Cleaners containing the following aggressive chemicals are strictly not recommended:

Description	CAS Number	CAUTION
Caustic soda	1310-73-2	NOT recommended
Butyldiglycol	111-76-2	NOT recommended

High pressure cleaning can be carried out as long as the temperature is maintained below 50°C. The lance must be used at a minimum of 60 cm from the paint surface (180 bars maximum).

Always carry out cleaning processes in a shaded area, never in direct sunlight.

To prevent corrosion problems, any stone chips / damage must be rapidly repaired with the correct Nexa Autocolor paint system: Use P498 Turbo Plus EHS mixed with hardener 3:2, without thinner and apply a small quantity to a chipped area using a brush.

Larger areas of damage should be sanded and repaired using the correct Nexa Autocolor paint system, including primer and topcoat.

Detergents and their modes of use

Туре	Description	Function
Detergent	Great variety available: the	Easily wet on the surface of paint films and emulsify
	simplest versions are soap	organic deposits.
	based.	
Phosphate	Generally Sodium Phosphate	Removes the Calcium / Magnesium salts in Hard
		water.
Organic	In general Alcohols and Ketones	Helps to soften and remove grease deposits
Solvent		
Free Alkali	Sodium Hydroxide (Caustic	Dissolves oils and waxes. Can attack paint resins and
agents	Soda)	pigments. Cleaners containing the following
	NaOH	aggressive chemicals are strictly not recommended



Soaps and detergents

The molecules of soap possess a hydrophilic nature (soluble in water) and also a hydrophobic nature (soluble in greases).

They are capable of mixing with some greases which are not soluble in water and dispersing these greases in an emulsion solution.

Also they reduce the surface tension of insoluble particles allowing them to be removed more easily from a paint surface.

Acids, alkalis and the PH scale

The pH scale is a numeric graduation going from 0 to 14.

The neutral aqueous solutions have a pH of 7, Acids have a pH < 7, and Alkalis have a pH > 7.

The graduation is logarithmic, and one unit of pH has a factor equivalent to 10 in the concentration of acids or alkalis.

	The pH Scale															
Acidity increasing										Alka	linit	y inc	reasi	ng		
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	

	Acid	Acid	Neutral	Alkaline	Alkaline	Strong
Weak	Wea	k	Strong			

For the dilution of Alkalis by a factor of 10, the pH is reduced by one unit. For the dilution of Acids by a factor of 10 the pH is raised by one unit.

Factor of dilution	Change of pH
x 10	1 Unit
x 100	2 Units
x 1000	3 Units



Cleaning of vehicles

The table below lists the different types of dirt and the recommended methods of removal.

Read carefully the recommendations supplied with the different cleaning agents and ensure that they are used correctly. Do not use any abrasive products. Rinse carefully with clean water, before use of any detergents and always thoroughly rinse after using detergent cleaners.

Contamination	Causes	Method of Cleaning	
Pollution coming from the road or atmosphere	Sand, oil, carbon, exhaust gases, road tar, dust, resin from trees, bird lime, acid rain, etc.	Clean with a suitable aqueous detergent, rinse thoroughly and dry.	
General dirt	Mud, earth, etc.	General cleaning with a pressure washer.	
Pollution coming from Loads carried	Cement, Lime, Ashes	Clean using dedicated solution	
	Oils and Greases	Steam clean or use a cleaner with an alkaline base (ensure correct dilution and strictly avoid Caustic Soda)	
	Flour	Clean using dedicated solution in a pressure washer.	
	Other substances	Specific agents depending upon the contamination.	

Methods and Tools used for cleaning vehicles

Rinse the vehicle thoroughly using clean water, before using a solution containing a cleaner. After cleaning, rinse thoroughly again using clean water.





Туре	Recommendation
Detergent Products	Detergents with additives must be correctly diluted and should not be strongly alkaline - Dilution as per cleaner TDS pH 9 – 10 (maximum)
Brushes	With long, soft bristles, and must be properly maintained and replaced regularly
Sponges	Clean and soft
Buckets	Washed and cleaned regularly. Replace with fresh clean water and detergent after each use
Pressure Washing	The lance must be kept at a minimum distance of 60 cm from the paint film, with a maximum pressure of 180 bars. Always use the correct dilution.
Température of Water	Maximum 50°C for cleaning. Ambient temperature for rinsing.
Rinsing	A large volume of cold clear water should be used, so that no detergent/ Cleaner is left on the surface of the paint film.

Problems caused by ineffective cleaning

Problem	Cause
Vehicle remains dirty after the cleaning	Greasy film has not been removed, bad choice of detergent. Temperature too low. Inadequate rinsing.
Solid residues on the paint surface when the vehicle is dried	Inadequate rinsing allowing the cleaning solution to dry on the paint surface.
Matt Appearance when dry, gloss can only be returned by polishing	Caustic attack from the cleaner. Usually due to incorrect dilution of the cleaner or inadequate rinsing.
Residues of Cement / Lime not removed	Incorrect type of cleaner.
Change of colour, reduction of gloss, marbled appearance.	Pigments attacked by very strong acids or alkalis.
Matt patchy appearance	The effect of strong sunlight (UV) on poorly rinsed areas can result in an accelerated and irregular matting of the paint.



				NEXA A	JTOCOLOR
PPG Veh	icle Co	ompletio	n Forn	New	
Please com	plete all detai	Is below and email to	oukctwarrant	y@ppg.com	
This vehicle has been pi with the Fleet Livery Ma Number	repared and pai anagement (FLN	inted in accordance M) Image Document			
Fleet Name					
Paintshop Name					
- We confirm that this ve	hicle is covered	d by our Warranty no.			
Warranty	terms and cond	ditions are available fro	m PPG Industrie	es (UK) Ltd	
Date Completed		Vehicle Type		Fleet/Reg. No	р.
			J L		
RFU Vol (Litres)		Paint Materials Used Product Description			
	Primer 1				
	Primer 2				
	Primer 3				
	Topcoat 1				
	Topcoat 2				
0.0	Total Volum	ne Used Warranty	Term in Years		
We hereby confirm that	t the above det	ails are correct			
Confirmed by]	Email Form	
Position]		
PPG Industries (U	IK) Ltd., Needhar	m Road, Stowmarket, Su	folk, IP14 2AD. To	el: 01449 771771	





PPG PAINT ONLY WARRANTY CONTRACT

By and between

PPG (as "PPG")

and

Titan Trailers Ltd

as ("CUSTOMER")

1.INTRODUCTION

PPG are prepared to offer the following warranty on commercial vehicle paint systems manufactured by PPG ("PPG Paint Systems") and work carried out using only PPG Paint Systems manufactured by PPG from time to time, in accordance with the terms of this contract. The Paint Only warranty (hereinafter referred to as the "Warranty") shall cover failures in the PPG Paint System, including corrosion and loss of adhesion pursuant to the terms herebelow and which can be attributed directly to a fault in the specifications of the PPG Paint System (hereinafter referred to as a "paint fault"), for which PPG shall be responsible under the Warranty.

Faulty surface preparation or a faulty application due to poor workmanship or failure to comply with the specifications or paint application procedures of the PPG Paint System (hereinafter referred to as a "work fault"), for which the paint applicator shall be responsible under the Warranty. PPG do not offer this warranty on any work fault.

2. THE WARRANTY

The Warranty covers the areas of the Vehicle, as defined below, that are painted with recommended PPG Paint Systems and in accordance with the specifications and paint application procedures of the PPG Paint System for:





• NEW VEHICLES:

Up to 1 years from the date the Paint applicator completes the work

REFURBISHED VEHICLES: Not applicable

"New Vehicle" being defined as a commercial transport vehicle that has never been used commercially by the vehicle owner or any other third party and this can include vehicle bodies or tractor units.

"Refurbished Vehicle" being any commercial transport vehicle that is not a "New Vehicle".

New Vehicle and Refurbished Vehicle are collectively or individually defined as "Vehicle".

The Warranty covers:

2.1.1 Corrosion

Where there is evidence of corrosion occurring from the underside of the paint film (usually seen as rust spots, flaking or blistering), and it can be demonstrated to the reasonable satisfaction of PPG that such corrosion is due to a paint fault, the Warranty shall cover the proportion of the paint and labour costs defined at paragraphs 2.1.4, 2.1.5, 2.1.6 and 2.1.7 below.

2.1.2 Loss of Adhesion

Where there is evidence that loss of adhesion of the paint film has occurred on an area greater than 20% of the painted area and it can be demonstrated to the reasonable satisfaction of PPG, that such adhesion failure is due to a paint fault, the Warranty shall cover the proportion of the paint and labour costs defined at paragraphs 2.1.4, 2.1.5, 2.1.6 and 2.1.7 below.

2.1.3 Other Paint Film Failures

Without prejudice to paragraphs 2.1.1 and 2.1.2 above, where, in the absence of corrosion or loss of adhesion, there is nevertheless evidence of a paint film failure (including blistering, cracking, flaking, delamination, excessive chalking, total loss of gloss, colour fade to a material degree) and it can be demonstrated to the reasonable satisfaction of PPG, that this is due to a paint fault, the Warranty shall cover the proportion of the paint and labour costs defined at paragraphs 2.1.4, 2.1.5, 2.1.6 and 2.1.7 below.





2.1.4 Proportion of warranty cover for New Vehicles

-Failure of **Nexa Vision** paint system in year 1 or up to 100,000 miles, whichever comes first 100% of paint and labour costs

2.1.5 Proportion of warranty cover for Refurbished Vehicles

2.1.6 Proportion of warranty cover for New Vehicles

-Failure of **Nexa Turbo or PPG Delfleet** paint system in year 1 or up to 100,000 miles, whichever comes first 100% of paint and labour costs

2.1.7 Proportion of warranty cover for Refurbished Vehicles

2.1.8 Paint and labour costs

The paint and labour costs referred to at paragraphs 2.1.1, 2.1.2 and 2.1.3 above shall only include the costs of paint and direct labour costs as agreed in advance between PPG and the paint applicator in respect of each claim. The Warranty shall only apply to the direct costs of rectifying the areas affected by the failure of the paint system and will not in any circumstances cover any other costs or losses arising from -without limitation- vehicle downtime, loss of profit, loss of business, loss of revenue, loss of contracts, the cost of securing alternative transport or any special consequential or indirect losses of any nature whatsoever.

3. CONDITIONS OF WARRANTY

- 1. PPG will only be liable to bear the warranted paint and labour costs in accordance with the terms of the Warranty where it can be demonstrated to the reasonable satisfaction of PPG that the failure in the paint system is attributable solely to a paint fault rather than a work fault, as defined in paragraph 3.2 below.
- 2. Where it can be demonstrated to the reasonable satisfaction of PPG that the failure in the paint system



is attributable to a work fault, the paint applicator shall be liable to bear the warranted paint and labour costs in accordance with the terms of the Warranty. For the purposes hereof, "work fault" includes, without limitation, a faulty surface preparation or a faulty application due to poor workmanship or failure to comply with the specifications or paint application procedures of the PPG Paint System.

- 3. The Warranty shall only apply to paintwork which is carried out pursuant to the appropriate PPG paint system specifications, paint application procedure and quality standards set out by PPG in force at the time the work is done.
- 4. The Warranty shall only apply to work undertaken by professional paint applicators.
- 5. Some Vehicles may be in such poor condition so as to make it inappropriate to offer this Warranty in respect of work done on such Vehicles. In such cases, PPG and the paint applicator reserve the right to refuse to offer this Warranty and shall inform the CUSTOMER accordingly prior to any work on the Vehicle being undertaken. Alternative arrangements may be made in respect of that Vehicle, by agreement with the CUSTOMER.
- 6. Any unpainted areas will not be covered by the Warranty.
- 7. The Warranty will not cover pre-primed components or repairs unless approved in writing by a PPG technician.
- 8. The paint applicator must complete a PPG Vehicle Completion Form for each Vehicle and send it to the Vehicle owner within 30 days following completion of the work together with the original invoice. Within the same period of time, the paint applicator must send a copy of the duly completed Vehicle Completion Form to PPG

9. PPG personnel shall be allowed reasonable access to Vehicles either during the painting process or in service in order to carry out quality checks to verify whether preparation, paint application and film thickness are in accordance with the PPG paint system specifications.

- 10. No rectification work may take place prior to PPG/paint applicator having the opportunity to inspect the Vehicle to determine whether the claim falls within the terms of the Warranty and the liability of PPG/paint applicator.
- 11. Any rectification work carried out under the terms of the Warranty as a result of a faulty paint or work fault shall not have the effect of renewing the Warranty which shall therefore continue to run only for the portion of the Warranty unexpired prior to rectification.
- 12. Mechanical damage, however caused, (including, but not limited to, such damage caused by untreated stone chip damage, accident damage, third party repair work, damage by chemical or atmospheric pollution, spillage or corrosive chemicals or solvents, the use of vehicle wash solutions with a pH value in excess of 9.5 or below 6, the incorrect use of pressure washes, brush washes or steam cleaners, a failure to remove contaminants, the use of abrasive detergents, waxes or polishes) is not covered by the



Warranty.

- 13. Damage caused by the use of products, paint application techniques and systems not approved by PPG are not covered by this Warranty. Use of any such non-approved products, techniques and systems in the carrying out of any repair or refinish work on a Vehicle to which this Warranty may apply shall invalidate this Warranty as it applies to that Vehicle.
- 14. No liability is accepted for paint defects arising from defects present in the

substrate (including, but not limited to cracking of GRP gel coats, corrosion from inaccessible areas such as box sections or the underside of body panels, moisture penetration of permeable substrates or failure of existing paint finishes not evident at time of repainting).

- 15. Neither PPG nor the paint applicator shall be liable in contract, tort (including negligence or breach of statutory duty) or otherwise to the purchaser of a paint system, other than under the terms of this Warranty and all other conditions, warranties, stipulations or other statements in respect of a paint system, whether express or implied, by statute, at common law or otherwise are excluded, save insofar as such exclusion is prevented by law.
- 16 The Warranty is not assignable or transferable in the event the Vehicle is sold or traded to another individual or company.
- 17 This Warranty shall be governed by English law and the parties irrevocably submit to the jurisdiction of the English Courts

4. HOW THE WARRANTY WORKS

In the unlikely event of having cause to invoke the Warranty, the Vehicle owner must notify the paint applicator and the PPG contact:

- For PPG: to CT Coordinator, Customer Service and Sales Group, PPG Industries (UK) Ltd, Needham Road, Stowmarket, IP14 2AD
- For paint applicator: to whichever refinisher/bodybuilder that undertook the original warranted work.

The Vehicle owner is required to provide PPG the original invoice and Vehcile Completion Form.

The paint applicator is required to provide to PPG a copy of the invoice and a copy of the Vehicle Completion Form.

The vehicle owner is required to return the Vehicle to the original paint applicator.





The PPG Representative will have the right to make the final decision as to the cause of any refinish failure presented for repair under the Warranty.

PPG Business Director shall have the final authority to approve or disapprove the final estimated cost of rectification.





This Process Specification supersedes all previous Process Specification and is effective from the date below.

Name (please print)	Cliff Holdsworth
Signature	1 A
On Behalf Of	Titan Trailers Ltd
Date	30 January 2020





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