

VOLVO**Group 897 No. A 2****Service Bulletin.**

FINISH

Only for Volvo Dealers Service Bulletin file.

Re: Marks and blisters on cars treated with synthetic finish

The following directions will help you to deal with any complaints that may be made concerning our cars with a synthetic finish.

A.A. Marks

- 1.1. Black-violet marks
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- 1.2. Calcium marks (spots with a red-green shimmer)
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- 1.3. Marks after polishing (polishing compound that is burnt into the finish)
- 1.4. Soot marks (small corroded points caused by soot which has fallen out from factory smoke etc.)

These four types of marks can be removed by polishing with fine polishing compound if the work is carried out immediately i.e. before they have become too deep. Deeper marks are removed by taking 600 sandpaper and rubbing two bits together to make it even finer. This extra fine sandpaper is used on the marks concerned which are then polished with fine polishing compound. (Volvo part no. 279138) and a sponge rubber rotary polisher.

1.5. Greasy surface skin
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This is removed by washing with white spirit and then polishing.

B. Blisters

It is possible to decide that a blister actually does exist by attaching a bit of masking tape over the spot in question. The tape is then ripped off in one quick movement. If there is actually a blister the enamel finish over the blister will loosen and will remain attached to the masking tape.

Specks of dust in the enamel finish can be mistaken for blisters. Examine these with the help of a magnifying glass and masking tape. Grind the specks of dust with bits of 600 sandpaper which have been rubbed against each other to make them even finer. Then polish with fine polishing compound.

C. Particles of metal in the enamel finish after railway transport

The car should be washed immediately after railway transport. Larger particles should be knocked off. The car is then polished if necessary first with fine polishing compound and then with normal polish (Volvo part no. 279140).