



Audatex Technical Committee Statement on De-nib and Polish - Update July 2011

AZT has confirmed there is an allowance to carry out de-nib and polish operations on all external painted parts within their paint times.

AZT emphasises that the allowance is to de-nib and polish small surface contamination inclusions and does not cover flattening and polishing to achieve a finish.

It is assumed that a professional paint sprayer is capable of producing an acceptable finish straight from the spraygun for most vehicles. However it is also accepted that it is inevitable there will be a requirement to de-nib and polish the final finish to remove dirt inclusions from the finished surface area when using negative pressure spraybooths.

Porsche, Mercedes Benz and Peugeot provide their own paint data to Audatex and therefore AZT data is not used where assessments are created for these vehicles. Mercedes Benz and Peugeot paint times include for any necessary denib and polish to the newly painted area but, for Porsche, no allowance is included.

It is accepted that there is a requirement for the panel surfaces to be flattened to achieve an orange peel-free finish for some prestige vehicles. This will then require polishing to achieve an acceptable finish.

Additional work and associated costs are for discussion between the repairer and the Work Provider

The Audatex Technical Committee's view is that this additional work would only be required on horizontal panels i.e., bonnet, roof, boot lid or tailgate.

For niche prestige vehicles like Aston Martin, Bentley, Ferrari, Rolls Royce etc., all panels may require flattening smooth to remove orange peel effect before being polished.

It is also recognised that adjacent panels which have faded paintwork, traffic film or other surface imperfections, may require polishing to achieve an acceptable match with the repaired area.

Additional work and associated costs are for discussion between the repairer and the Work Provider.