



Top 10 Secret Signs of Car Body Repair

In order to understand whether the car body parts have been subject to repair works, it is necessary to assess how they are installed and painted.



1

Crooked gaps

A gap is the distance between the different parts of the car body. If you see that the parts have been installed unevenly, for example, the gap becomes wider at the bottom or it's simply big enough to fit a cell phone, it means that the parts have been detached and repaired in the past. You should separately check how the plastic bumpers, rocker panels and pads hang. Their repair is not so bad, but corners could have been cut and the cheaper parts could have been used instead, which do not perfectly fit in their regular positions.





2

Traces on attachments

Check all the door hinges, hood, trunk, fender bolts and bumpers. If these parts have been detached, you will see erased paint, rolled edges or traces of previous positions.

3

Overspray

It occurs when during application the paint remains on the edges or on the back of the part, and differs from the smooth factory paint by having a rough texture. Therefore it is easiest to find overspray by touch, running a finger along the edges and the back of the part.



4

Non-factory shagreen

Shagreen is a microrelief of paint, which can be seen by looking at it at a sharp angle along the surface. When repainted, it has a different pattern. This is especially noticeable when comparing with the neighbouring factory parts. Each brand has its own shagreen.



5

Difference in color

To notice the difference, carefully inspect the joints of different parts, stepping back by a couple steps and examining the surface at different angles. Pay attention to the tone of paint and try to inspect the car under different lighting conditions.

6

Paint transition

It occurs when the part is not repainted entirely, but only partially. Generally, this method of painting is resorted to in the repair of fixed parts, for example the back fenders or body pillars. The boundary of new paint will likely be hidden within the car aperture or along the design grooves.

7

Dirt under the paintwork

In factory conditions, contamination of paintwork by sand particles, hair or crumbs is practically excluded. Generally, tiny defects are easier to find along the edges of parts.



8

Paint streaks and blobs

In factory conditions they are practically excluded. Similar shortcomings are a sign of violation of paint technology and very poor repair quality.

Traces of paint

After repair, traces of paint can remain in places where they shouldn't: car door seals, black plastic, stickers, even on headlights or the radiator.



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