



## Universal rules for checking the car body

1

**The factory paintwork thickness does not exceed 8 mil on most cars. A thicker or thinner paintwork is a sign of repair work**

2

**The paintwork thickness on repainted parts is 2-4 mil thicker on average. In the case of painting under the thickness gauge, the paintwork thickness will remain close to factory values (if there is no putty).**



**3**

**Pronounced differences in paintwork thickness (from 2 mil) at adjacent measurement points (up to 79 mil) indicate the presence of putty on dented metal.**

**4**

**All cars are painted symmetrically. If you have any doubts about the left door, compare the measurements with the right door.**

**5**

**All cars are evenly painted. Pronounced deviations in paintwork thickness among different doors most likely indicate repainted parts.**



## 6

**The consistency of factory paintwork thickness depends on the car model. Some cars are evenly painted ( $\pm 0,4$  mil within error), others are less so ( $\pm 1,2$  mil within error).**

## 7

**The paintwork thickness in the doorways is often significantly thinner than on the outside of the car body.**

## 8

**Anti-gravel coating (for example, gravitex) has an uneven thickness, but lies within a certain range across the entire length of the rocker panel.**

## 9

**Protective and decorative films have a consistent thickness, which lets you check the paintwork thickness under the film as well.**

## 10

**The roof racks should be checked in small increments (every 2 inches) so as not to miss the putty on welds.**



## 11

**You should not rely on paintwork thickness tables. It is better to compare with a similar car or watch a video, where you can see not only the thickness values but also the measurement points.**



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