

# Printing, Processing and Application Instructions for Vehicle Wrap Graphics

Instructional Bulletin #6.40 (Revision 7)

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## 1.0 Overview

As with any application there are specific considerations necessary for vehicle graphics. Products or application materials not specifically addressed in this bulletin, or in related bulletins are NOT recommended or warranted by Avery Dennison.

**NOTE: As a condition for warranty, the vehicle pre-inspection form must be filled out and signed by the installer prior to installation.**

IMPORTANT: Documentation of application date, material lot number and application conditions (temperature, substrate, etc.) is required to support warranty claims in the event of decal failure.

## 2.0 Recommended Films, Printers & Graphics Protection

The following films are recommended and approved for use on vehicles for short and long term graphics:

### 2.1 Long-term Solvent Inkjet Applications non PVC (up to 6 years)

- MPI 1405 Polyurethane with DOL 6460 Polyurethane Overlamine

*Important Note: It is important to avoid using any hard solvents including Isopropyl Alcohol directly on the surface of DOL 6460 High Gloss laminates when cleaning or during the application process. Use of these products directly on the surface may cause matting and loss of gloss. If necessary during application, use a soap and water solution in conjunction with the application glove to further reduce friction.*

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## **2.2 Long-term Solvent Inkjet Applications (up to 6 years)**

- All MPI 1105 Series Cast Vinyl Films with DOL 1000 Z series, 1300 Z series, 1460Z Cast Vinyl Overlamine or DOL 6460 Polyurethane Overlamine or recommended clearcoat

## **2.3 Short-term Solvent Inkjet Applications (up to 2 years)**

- MPI 1902 EZ RS Removable Cast Vinyl Film with DOL 1000 Z series, 1300 Z series, 1460Z Cast Vinyl Overlamine or DOL 6460 Polyurethane Overlamine

## **2.4 Short-term Solvent Inkjet Applications (up to 1 year)**

- All MPI 2105 Series Calendered Vinyl Films with DOL 1000 Z series, 1300 Z series, 1460Z Cast Vinyl Overlamine or DOL 6460 Polyurethane Overlamine or recommended clearcoat

## **2.5 Perforated Window Film (up to 1 year)**

- MPI 2528, or 3528 Perforated Window Film with DOL 1360 Z Optically Clear Overlamine

## **2.6 Recommended Solvent Printers and Inks**

- Reference Instructional Bulletin #5.80 "OEM Qualification Matrix, Durability Reference, & Troubleshooting Guide".

## **2.7 Recommended Overlamines and Clearcoats**

- Reference Instructional Bulletin #5.80 "OEM Qualification Matrix, Durability Reference, & Troubleshooting Guide".

## **3.0 Notes about Films**

### **3.1 Calendered**

MPI 2105 Series films are designed for short-term applications that exhibit long term removability. MPI 2105 Series is a short-term conformable, flexible gloss calendered vinyl film specific to vehicle and commercial fleet applications. Calendered films do exhibit memory for its original shape. Subsequently, when heating and stretching the film shrinkage can be induced. As a calendered film shrinks some tenting and lifting can be expected in areas such as complex, compound and concave curves (i.e. channels). Convex curves (i.e. rivets) should be avoided when using a calendered film.

### **3.2 Cast**

MPI 1105 Series Cast Films are premium quality opaque cast films enhanced by EZ technology and specifically designed for versatility with vehicle, fleet marking and corporate identification applications. These long-term cast films are ideal for flat, curved (i.e. compound), complex, concave (i.e. channels) and convex (i.e. riveted surfaces). Cast films are preferred for contoured surfaces. Cast materials can exhibit tenting when over stretched or heated. Reference the Product Data Bulletin for specific amounts of acceptable shrinkage.

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## 4.0 Processing Procedures

For processing procedures of MPI 1105 Series, or 2105 Series Vinyl Films and MPI 2528 Perforated Window Films refer to one of the following Instructional Bulletins:

- Instructional Bulletin #580 “OEM Qualification Matrix, Durability Reference, & Troubleshooting Guide”
- Instructional Bulletin #6.10 (Section 3.0) “Perforated Window Graphics Film”

### 4.1 Printing

- Limit the total amount of ink as much as possible when printing using the correct ICC color profile and RIP color settings to avoid excessive solvent buildup and retention in the film, a maximum of 250% is recommended
- The MPI 1105 ICC Profile can be downloaded from <https://avery-us.color-base.com>

### 4.2 Drying and Curing

- It is very important that the printed media be fully cured and dried prior to laminating. A minimum recommended drying time is 24 hrs from time of print.
- Laminating a print before it is fully cured and dried can cause adhesion failure and separation of the laminate from the media.
- Prints with heavy ink loads could require longer curing times.
- For best drying results roll up the print loosely and stand vertically to allow for good air flow and evacuation of solvents.

## 5.0 Consult Product Data Bulletin

Before starting the application be sure to consult the appropriate product data bulletin for information regarding minimum and maximum application temperatures, recommended substrates, and immediate service conditions before and after application. These factors are critical to a successful application and future decal performance. Once assured that all factors are understood with respect to the product, and all factors comply with the product recommendations, cleaning and surface preparation can begin.

NOTE: Documentation of application date, material lot number, and application conditions (temperature, etc.) is required to support warranty claims in the event of decal failure.

## 6.0 Surface Preparation

NOTE: Complete the Pre-Application checklist at the end of this document, prior to beginning the installation. A completed, dated, and signed Application Examination is necessary for any warranty claims.

All application surfaces must be considered contaminated and must be cleaned according to Instructional Bulletin #1.10 “Surface Cleaning and Preparation”. The surface must be completely dry. Check all seams, body moldings and crevasses for any remaining moisture or solvent. If moisture or solvent is present, a heat gun or propane torch may be used to dry the surface completely. This is a critical first step toward successful decal application.

**Caution: Take care not to burn paint or rubber seals when using heat gun or propane torch.**

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- The first step to cleaning is to remove all of the dirt and grime with a commercial detergent and water.  
NOTE: If the vehicle taken to the car wash, it is important to make sure the vehicle is completely dry before applying the graphics. This may mean allowing the vehicle to dry indoors overnight before applying.
- If grease, oil, wax, or other contaminants are present, wipe the substrate with a solvent such as Prep-Sol or Xylol.
- Then do a final cleaning with isopropyl alcohol (Isopropyl Alcohol) to make sure that no oily residue from the other solvents is left behind.

**Caution: Before using any solvent on a vehicle, be sure to test in an inconspicuous area to ensure the solvent won't damage the vehicle's paint.**

- When cleaning the vehicle with Isopropyl Alcohol, use two lint free towels. One towel should be soaked with Isopropyl Alcohol, which is used to loosen and clean off the contaminants (dust, dirt, wax, etc.). The second towel should be dry and used to wipe away the excess Isopropyl Alcohol before it has a chance to evaporate. (See Figure 1.) It is also important to pay special attention to cleaning the cracks and crevices of the vehicle where contaminants generally build up. For these areas, wrap an Isopropyl Alcohol soaked towel around a squeegee to get down into the crevasses as shown in Figure 2.

NOTE: Always ensure the painted surface has been properly processed per the paint manufacturer's specifications or recommendations. The drying or curing period of the paint system must be followed. Failure to adhere to the above can result in poor decal performance and difficult removal characteristics.



Figure 1.



Figure 2.

## 7.0 Application Tools

*Avery Dennison Easy Apply RS™ with DOL Z Series and DOL 6460 High Gloss films can be applied using traditional tools and techniques.*

*Because the DOL 6460 High Gloss is a polyurethane it is important to use a fresh blade when trimming the combined films, frequently snapping the blade will result in optimum trimming and quality finishing.*

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- tape measure – for positioning
- air release tool – for removing air bubbles
- masking tape – for positioning
- marking pencil – for marking position of graphic
- squeegee – for applying the graphic
- razor-knife (preferably one with break-off blades) – for trimming away excess vinyl
- heat gun – for heating the vinyl on complicated applications
- Surface Temperature Thermometer / IR Thermometer – for checking surface and ambient temperature
- Magnets
- Application Glove
- “610 Tape” for Snap Tape Test

## 8.0 Temperature

Temperature plays an important role in how well a vinyl sticks to a substrate. Follow the guidelines toward minimum and maximum application temperatures and required service conditions before and after application. This information can be found in the Product Data Bulletins for each film being used.

- Whenever possible, try to apply graphics indoors in a controlled environment. This helps control the temperature and will also reduce the amount of wind, dust and other contaminants.
- It is important to monitor both the ambient and surface temperature as both can have an affect on the application. Higher temperatures will make the film soft and more pliable. However, the high temperature also makes the adhesive more aggressive, which can lead to pre-tack and increased stretching if it is necessary to reposition the film. Lower temperatures will make the film more rigid and reduce the tack of the adhesive.
- Ambient Air Temperature - Air temperature of environment
- Surface Temperature - Substrate temperature of vehicle or surface

## 9.0 Application Guidelines

### 9.1 Pre-Application Examination

Vehicle graphics are designed to adhere to the painted surface of the vehicle for up to 5 years with MPI 1105 Series Cast Films, *up to 2 years with MPI 1902 EZ RS Removable Cast and up to 1 year with MPI 2105 Series Calendered Films* and Perforated Series Films on windows for up to one year. The graphics will remove cleanly after the service life from undamaged original equipment manufacturers (OEM) prepared surfaces. Vehicle graphics are not designed to adhere to rubber or plastic, and areas such as window molding; vents etc. should not be covered with graphics.

These photos illustrate both the correct and incorrect methods for trimming graphics out around rubber and plastic moldings.

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- Figure 3 shows the graphic has been trimmed around the black rubber molding surrounding the window. This will eliminate the possibility of the film failing in this area.



Figure 3.

- Figure 4 illustrates the how a graphic should be cut around trim.

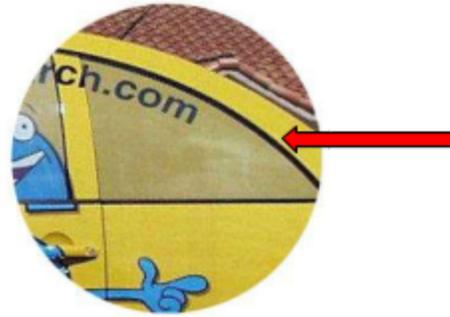


Figure 4.

- All vehicles must be inspected before application of the graphics to evaluate paint integrity, and locate any potential troublesome areas on the vehicle. Areas with chipped paint, rust spots, dents etc. have a high probability of paint damage upon removal of the graphics. Additionally, areas of the vehicle that has been repainted with a non-OEM system (including proper primer, dry times and temperatures) risk paint removal upon graphic removal. See Figures 5 and 6 for examples of chipped paint and rust spots.



Figure 5.



Figure 6.

- When inspecting vehicles any areas that may be damaged by graphics removal should be noted on the following schematics, and the examination report signed by both the applicator and vehicle owner. Photographs of the defective areas should also be taken and attached to the examination report for future reference. Paint damage to areas noted as suspect will not be covered by any Avery Dennison warranty or guarantee, express or implied.

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**NOTE:** It is the graphic printers responsibility to ensure that the listed signatures are obtained. Misrepresentation of the worthiness of the vehicle's paint surface on the Pre-Application Examination form voids the limited warranty.

**CAUTION:** Application of film to areas of vehicle that will impair driver's vision or violate any federal, state, or local ordinances, is not recommended.

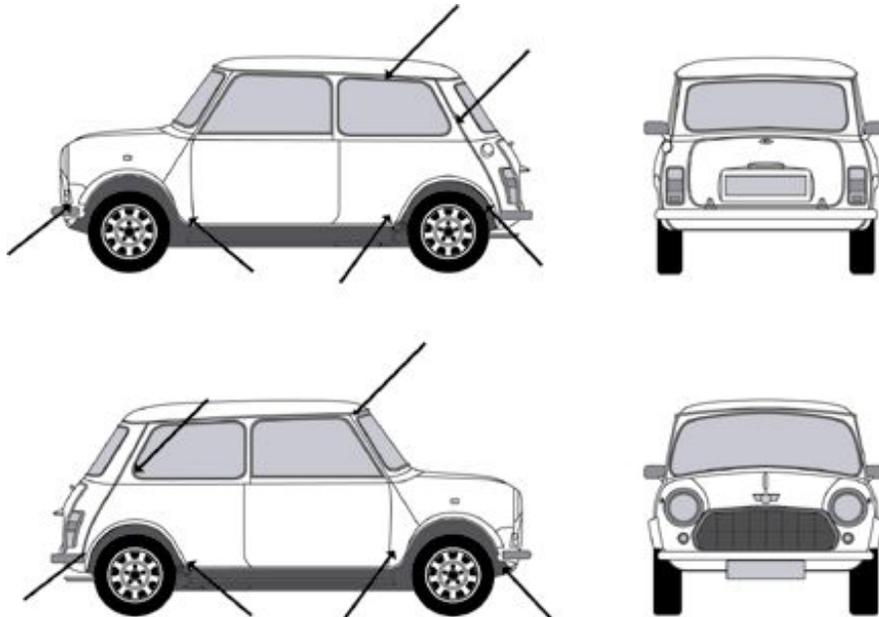


Figure 7.

## 9.2 Application Notes

The following important points should be adhered to when applying MPI 1105 Easy Apply RS™ and DOL 6460 High Gloss:

- When using heat gun to soften the film, an ideal temperature of 95°-113°F (35-45°C) is required for best results.
- Do not exceed temperatures of (160°F) 70°C with free unapplied film due to the possibility of the face film making contact and bonding
- A soap and water solution should be used in conjunction with an application glove for application into deep recesses in order to reduce friction and unwanted wrinkles or creases.
- It is important to avoid using Isopropyl Alcohol directly on the surface DOL 6460 Polyurethane over laminates when cleaning or during the application process. Use of this product directly on the surface may cause matting and loss of gloss. If necessary during application, use a soap and water solution in conjunction with the application glove to further reduce friction.

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*Important Note: Avery Dennison vehicle wrapping films, including but not limited to: MPI 1105 Easy Apply RS™, do not require the use of adhesive promoter or primer in order to achieve suitable adhesion levels in areas such as compound curves, corrugations or deep recesses. When properly processed and applied in accordance with Avery Dennison's recommendations in this Instructional Bulletin, these products will remain adhered and free from lifting or popping for the intended life of the film.*

- Before starting the application tape up all panels to ensure graphic size and position
- If a premask is used, the decal must be squeegeed before and after premask removal. During premask removal, decals are exposed to potential edge lifting. In order to eliminate this, re-squeegee the decal (especially the edges) after removing the premask. Use a felt squeegee or wrap a clean, soft, damp rag around the squeegee to prevent potential damage to the decal.
- All smooth body seams or edges must be cut flush with the edge, and be free of caulk, and sealant. The decal must be re-squeegeed along the cut edge to prevent potential edge lifting.
- When applying to corrugations, film should be cut along top and bottom of each corrugation. This will prevent tenting of the graphic.



Figure 8.

### **9.3 Application Method**

When doing vehicle wrap applications the “dry application method” must be used. Do not use application fluid or the “wet method” during installation. Water or application fluid not properly squeezed out from underneath the film can remain between the substrate and the decal thereby reducing ultimate adhesion.

### **9.4 Overlap of Multi-Panel Graphics**

Use a pencil, pen, or marking tape, to mark the decal location on the application surface. If a chalk line has been used, replace all chalk marks with pencil or pen lines. Remove the chalk dust before applying decal. When overlapping multi-panel decals, apply individual sections beginning with the rear of the vehicle and working towards the front and/or beginning with the bottom of the vehicle and working toward the top. The actual overlap should be at least 0.5 in.(13mm).

### **9.5 Application of Vehicle Graphics Vinyl Films**

The following instructions show a step-by-step procedure for installing large premasked markings onto a vehicle. For questions regarding application procedures contact Avery Dennison's Customer Technical Support.

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### 9.5.1 Application procedure large marking top hinge method – Avery Dennison Films

The method used is a Hinge Method. Other methods (such as center or vertical hinge method or no hinge method) can be used based on applicator expertise and design of the graphics.

1. Measure and position the graphic, use masking tape to hold it in place. It is a good idea to mark the position of the panel in case the graphic comes loose. Wherever possible make sure the graphic is completely smooth and taut.
2. Determine the best starting point based on shape the of vehicle and graphic elements to be applied. At this point, the liner can be removed to expose the adhesive in the desired starting area. (It is not necessary to remove the entire liner all at once, in fact it is usually better to remove it a little at a time as you squeegee.)
3. Hold the decal smooth and taut, away from the application surface with one hand and squeegee horizontally from the center towards the outer edges. Continue squeegeeing, using firm overlapping strokes from the center out, working away from the starting point.
4. Re-squeegee the entire decal using very firm squeegee pressure, including all edges. Puncture any air bubbles with a straight pin and re-squeegee from the edge of the bubble towards the puncture. (NOTE: Avery Dennison films with the “EZ” feature do not usually require making a hole to eliminate bubbles, just squeegee the bubble(s) or apply pressure with a finger or thumb.)

### 9.5.2 Application of Large Horizontal Panels

For some types of vehicles it may be possible to apply the graphic in one long horizontal piece, which will eliminate seams on the vehicle side.

1. When using this application method it is especially important to plan the installation process by laying out the graphics before beginning the installation process.
  - o There is only chance to get it right after the liner is removed. The adhesive on Avery Dennison’s EZ materials does allow for some degree of repositionability, however this is generally intended to allow for “snapping up” an area for repositioning not remove an entire panel to start over.



Figure 9.

2. Applying full vehicle wraps differs greatly from other types of graphics applications in that it is common NOT to use a premask. The photo in Figures 9 and 10 demonstrates the process of laying out the graphic panel. These graphics were printed on Avery Dennison MPI 1105 EZ RS cast film and laminated with DOL 1060Z gloss cast overlamine. Unless the application is being done in a climate that is the upper end of the recommended temperature range this construction has enough integrity to apply with



Figure 10.

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minimal stretching. If a premask is used, strips of the premask will need to be removed frequently to allow the film to conform around the vehicle contours.

3. When applying to surfaces that are not perfectly flat the application methods differ slightly than applying horizontal fleet type graphics. Figure 11 demonstrates how the application is started in the center of the vehicle hood and work towards the edges. NOTE: Keeping the squeegee at a lower angle and working slowly helps to prevent wrinkles.



Figure 11.

4. When applying onto curved areas small wrinkles that look like “bottle capping” may begin to appear. Keeping the squeegee at a sharp angle helps in these situations. It is important not to chop at the material this will only make the wrinkles worse. If the wrinkles get too bad heat can be used to relax the film and get rid of the wrinkles. See examples in Figures 12 and 13. Be sure to let the film cool down before starting to squeegee again (this will prevent excess stretching). Keep working applying in small strips at a time until it is finished.

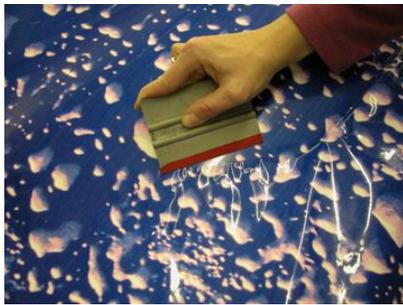


Figure 12.



Figure 13.

5. Once the hood graphic is applied the film must be trimmed before going on to the next piece. When trimming out graphics it is important to take care not to cut the paint. A good rule of thumb is to trim the material flush with the edge for edges that are 180 degrees and leave material to apply around edges that are 90 degrees. Since the hood edge is 180 degrees the material is trimmed flush with the edge of the hood. It is not recommended to leave excess film and wrap it around the edge on edges that are greater than 180 degrees because this would be a potential point of failure in the future.



Figure 14.

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6. The procedure for applying the side in one piece is similar to the process for applying the hood. The first step is to position the graphic on the side of the car. Figure 15 shows the graphic taped into position. Removing obstructions such as mirrors, door handles, headlights, tail lights, etc can help speed up the installation. NOTE: It is possible to do this type of application by one person, however a second set of hands is very helpful. It is important to note that this type of application should be done in a controlled environment to avoid high temperatures and excess dirt, dust or other contaminants.



Figure 15.

7. Once the graphic is in position it is time to remove the liner and lightly tack the film into place on the car. Then position the film to distribute it evenly on the surface of the vehicle as shown in Figure 16.



Figure 16.

8. The first squeegee stroke should be along the length of the vehicle in the flattest portion as shown in Figure 17. First apply the lower half of the panel then work on the upper portion of the panel.



Figure 17.

9. At the wheel area it is good to trim out the excess the material to help relieve excess tension on the material, which will make the graphic easier to handle. Refer to Figures 18 and 19. A procedure is used on the upper portion of the panel in the trunk and hood areas where there is excess film as shown in Figure 20.

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Figure 18.



Figure 19.



Figure 20.

10. At the front and rear bumpers it is necessary to take additional time and work with the film to avoid wrinkles. Figure 22 shows some wrinkles that are beginning to appear. Using heat in this area will help to relax the film. Once the film has cooled, continue to work the film into the contour of the vehicle. Remember it is best to work slowly and take extra care not to over-heat or over-stretch the film.



Figure 21.



Figure 22.



Figure 23.

11. Once the graphics are installed it is important to go back and trim the material around the moldings and door panels. Even though the film looks good in these areas at the time of installation, it is possible that some excessive stretching may have occurred and trimming the vinyl in these areas will prevent any potential tenting. If the molding is painted the vinyl can be left in place, however, if the molding is rubber the trimmed film should be removed.

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12. This is a key final step and will help prevent premature graphic failure due to edge lifting.
- Wait at least 15–20 minutes after the application for initial adhesion to build.
  - Re-squeegee all graphic edges, overlaps and seams using firm pressure. Use a squeegee with a new felt buffer to prevent scratching or damage to the decal.
  - Re-squeegee is a must on ALL edges of the decal.
  - Look for any air bubbles that may have been left and remove them using a squeegee or finger tip as shown in Figure 24.



Figure 24.

### 9.5.3 Application to Recessed Areas of a Van (contributed by Rob Ivers – Member of the PDAA)

Many commercial vans have deep recesses with rounded corners where the windows would normally be on a passenger van. History has shown that vinyl will probably lift in these areas unless the vinyl is applied with minimal stretching, as explained in these instructions.

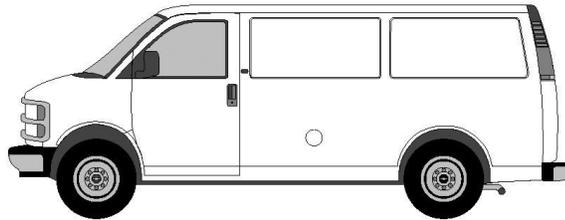


Figure 25.

To minimize the possibility of vinyl lifting it must be stretched as little as possible. Most installers decide before they begin that it is impossible not to stretch the vinyl into either the horizontal or the vertical recesses, using normal application techniques. If they squeegee vertically and work the vinyl without stretching into the vertical recesses, then they feel they must stretch the vinyl into the horizontal recesses, and vice versa. And they are right – if they use normal application techniques.

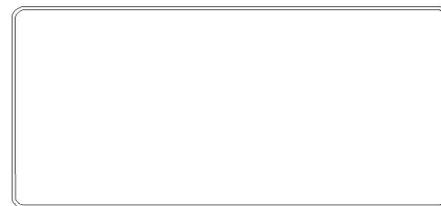


Figure 26.

Figure 26 illustrates the recessed area of a panel van before vinyl installation.

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The last step is to “work” the vinyl into each corner slowly and carefully. Hold the unapplied vinyl away from the surface and **PUSH** the vinyl into the corner recess a little at a time to avoid stretching. Once the vinyl has been applied into the recess and up the other side of the recess the vinyl will have a small pucker. To eliminate this pucker, warm it up the vinyl ever so **slightly** and use the same pushing motion smooth the vinyl out onto the flat surface a little at a time working from the center of the corner in each direction. After a few small strokes the vinyl will flatten out and normal squeegeeing can resume. Repeat this process for each corner.



Figure 27.

In Figure 27 the dark gray represents areas installed area, the entire graphic has been applied with minimal stretching.

This technique can be a little awkward depending on the size, shape and type of graphic being installed. It can also take a little longer than a “quick stretch” method. Remember that it will take some to master this process. This technique does not guarantee that the graphics will not come loose, however using a premium case vinyl designed for vehicle graphics and following the procedures outlined above, the chances of vinyl lifting and failure will be greatly reduced.

#### 9.5.4 Application to Vehicles with Extreme Recessed Areas (i.e. Sprinter Van)

On Sprinter vans the recessed areas around where windows would normally be pose an additional challenge when installing pressure sensitive films. As with all substrates it is important stretch the film as little as possible to minimize the possibility of vinyl lifting. This section contains a few tips on how to minimize stretching the film.

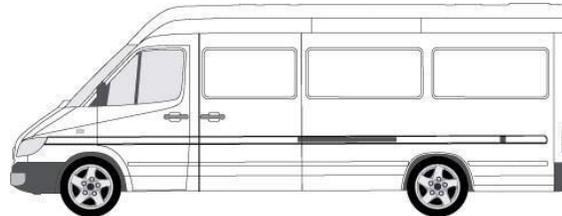


Figure 28.

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One solution is the use of relief cuts after the film is applied into the recessed areas. The relief cuts will prevent the tenting that may occur when film is over stretched. Figure 29 illustrates where the relief cuts should be made. Note that this method will minimize lifting, however it is possible that some shrinkage may occur if the film was over stretched leaving a gap where the cut was made. This should not be noticeable from normal viewing distances.

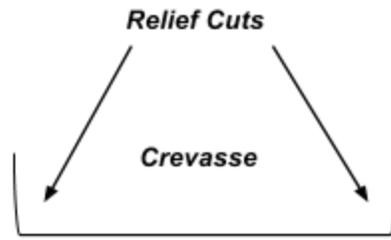


Figure 29.

#### 9.4 Application of Perforated Window Films

For application procedures of MPI Perforated Window Films refer to Instructional Bulletin #6.10 “Perforated Window Graphics Film”

#### 10.0 Finishing and Post Heating

*Important Note: MPI 1105 Easy Apply RS™ or MPI 1105 with DOL 6460 High Gloss requires less heat when post heating. A post heating temperature of 160°F (70°C) is recommended. Please note an absolute maximum temperature of 195°F (90°C) should not be exceeded.*

- Once application has been completed, all areas where the film has been stretched require post heating.
- Post heating should be done no sooner than 30-45 minutes after application.
- With the use of a heat gun on a high setting and a digital IR thermometer apply heat until the conformed area of the graphic reaches a measured 160°F (70°C) for DOL 6460 High Gloss and 195°F (90°C) for DOL Z series laminates.
- Post heating must be done the same day as the application.

#### 11.0 Care and Maintenance

Refer to Instructional Bulletin 1.50 Cleaning and Maintenance of Vehicle Wraps for recommended cleaning methods and products.

#### 12.0 Professional Application Services

The above information provides basic information on how to apply pressure-sensitive graphics. The instructions are designed to help ensure success across a broad range of applications. Depending on the size and complexity of applications, a certain amount of expertise is needed

Professional applicators can be hired to ensure proper application of finished graphics. When mounting graphics in remote geographic areas, professional applicators can offer the added benefit of local service. Consider hiring a professional whenever the application requires:

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- multiple panels to be registered
- complex surfaces, such as rivet and corrugated trucks
- harsh environmental conditions (i.e. outdoor applications in high heat climates)
- remote geographic locations

For information on member applicators and services or visit the PDAA web site at [WWW.PDAA.COM](http://WWW.PDAA.COM).

**REFER TO AVERY DENNISON'S VEHICLE GRAPHICS SYSTEM POLICY AND LIMITED WARRANTY STATEMENT FOR MEDIA PRODUCTS FOR A COMPLETE DESCRIPTION OF THE LIMITED WARRANTY COVERAGE BY AVERY DENNISON.**

Avery Dennison EXPRESSLY disclaims all responsibility and liability for the improper installation of the vehicle graphics, which in any way compromises the operation of emergency exit windows.

Revisions have been italicized.

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## Application Examination Checklist

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### Pre-Application Examination

All vehicles should be inspected prior to application to identify any possible compromised areas. Any areas that may cause adhesion problems or that may be damaged by graphics removal should be noted on the following schematics, and the examination report signed by both the applicator and Vehicle owner. Paint damage to areas noted as suspect will not be covered by any Avery Dennison warranty or guarantee, express or implied.

NOTE: It is the graphic printer's responsibility to ensure that the listed signatures are obtained. Misrepresentation of the worthiness of the Vehicle' paint surface on the Pre-Application Examination form voids the limited warranty.

Inspect vehicle and locate any potential troublesome areas on the vehicle, these troublesome areas have a high probability of paint damage upon removal of the graphics.

\_\_\_\_\_ Confirm that surface temperature is within specifications and record the temperature on the Application Examination form provided (page 3). Record temperature below.

Surface Temperature: \_\_\_\_\_ Ambient Temperature: \_\_\_\_\_ Relative Humidity:  
\_\_\_\_\_

\_\_\_\_\_ Locate and mark schematic where there is chipped paint, rust spots, dents, etc. (NOTE: The installer should take pictures to show these defects.)

\_\_\_\_\_ Locate and mark schematic where portions of the vehicle that have been repainted. . (NOTE: The installer should take pictures to show these defects.)

\_\_\_\_\_ Using the schematic as a guide, check paint anchorage of the indicated areas.\*

\*The paint anchorage test:

1. Using a plastic squeegee, firmly apply a strip of 610 tape or a 1" strip of the material being used over the areas indicated below and any areas that appear to be suspect. Allow tape to remain on the surface for 60 seconds.
2. Remove the tape by pulling it back upon itself using a rapid, firm pull.
3. No lifting of the paint should occur.
4. Make a visual inspection of any other spots that you believe may be a problem later. (i.e. dents, rust, chipping, etc.)

NOTE: Pictures with notes should be used in conjunction with notes on the schematics.

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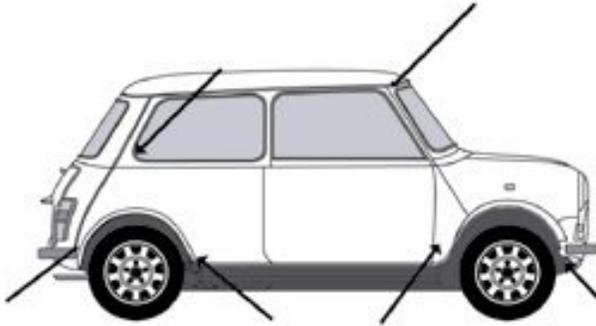


Graphics  
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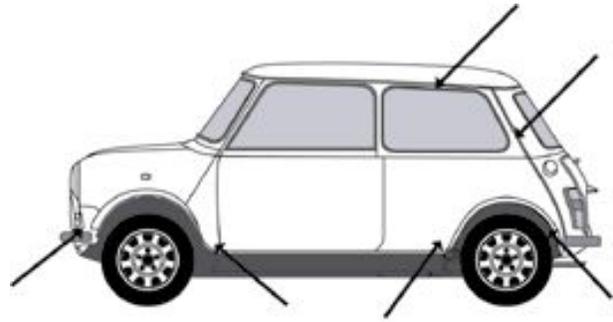
www.graphics.averydennison.com  
Customer Service: 800-282-8379

**Application Examination Checklist**  
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**Passenger:**



**Driver**



**Front:**



**Rear:**



**Post-Application Examination**

- \_\_\_\_\_ Confirm that the graphics were resqueeged after premask removal (if a premask was used).
- \_\_\_\_\_ Confirm that the graphics are not adhered to rubber or plastic, and areas such as window molding, plastic vents etc. (NOTE: If graphics were adhered to non-recommended areas the installer must make the customer aware of potential failure in these areas. Avery Dennison will not warrant the performance of Avery Dennison films to non-recommended surfaces.)

**Application Examination Form**  
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Job Description:	_____
Customer Name:	_____
Customer Address:	_____
Customer Contact/ Phone:	_____
Printer Name:	_____
Printer Address:	_____
Printer Contact:	_____
Phone Number:	_____
Graphics Installer Name:	_____
Graphics Installer Address:	_____
Installer Contact/ Phone:	_____

Vehicle License #: _____	Vehicle Make: _____
Vehicle VIN Number: _____	Vehicle Year: _____
Did Vehicle pass the pre-inspection?	Yes: _____ No: _____
Date of Installation: _____	Film Materials Used: _____
Coverage: Full: _____ Sides Only: _____ Waived: _____	Yes: _____ No: _____
<p>Attach all photos of Vehicle from pre and post installation inspection. These photos will be needed for any future warranty claims. Be sure that a photograph of the Vehicle number is included.</p>	

**Signatures:**

Installer:	_____
Agency Representative:	_____
Vehicle Owner / Operator:	_____
Date:	_____

**All of the above signed have personally checked and verified that all emergency exit windows were functioning properly after the graphics were applied**

Section 6 – Special Product Information  
Instructional Bulletin

