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HALOES



DESCRIPTION

*The surface shows different colour shades
(edges, lower panels)*

CAUSES

1. Poor hiding power, depending on insufficient film thickness due to:
 - Unsuitable application techniques, in the least accessible zones.
 - Insufficient or non-uniform coat application
 - Low covering colour requiring a specific coloured undercoat
 - Incorrect mixing ratio and/or low viscosity.
2. Too short flash-off time between coats or before clearcoat application
3. Thick or thin basecoat application

REMEDY

- Slightly sand and recoat
- If Haloes appear when spraying – spray in a uniform method

PREVENTION

- Use appropriate application techniques to reach a complete film thickness on the whole surface.
- Apply recommended number of coats as indicated on the technical data sheet
- Always check if the finishing coat needs a coloured undercoat: if this is the case always apply the specific coloured undercoat.
- Always stir paint thoroughly and filter it before application.



BUBBLES IN GENERAL

DESCRIPTION

Bubble shaped irregular blemishes.

BUBBLES

- Due to corrosion
- Due to drying
- Due to air trapping

CAUSES

Due to corrosion:

1. Mechanical damage on the painted surface with subsequent humidity infiltration
2. Insufficient preliminary substrate pre-treatment or incomplete anti-rust treatment
3. Rust formation on sanded or damaged surfaces
4. Insufficient panel sealing

Due to drying:

1. High film thickness
2. Too fast hardeners and/or thinners
3. Too short flash-off
4. Too high IR temperature
5. Too short flash-off in wet-on-wet process.

Due to trapping:

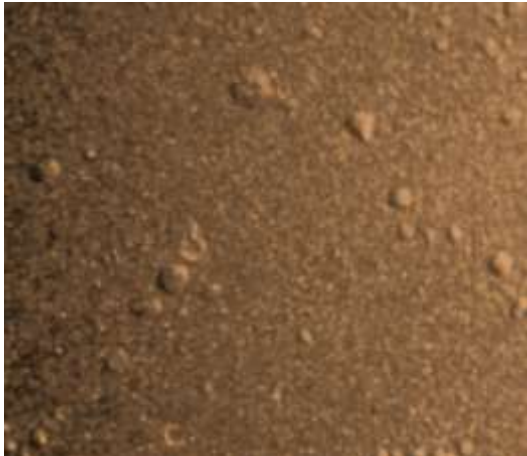
1. Insufficient putty or priming coat application
2. Insufficient flash-off time between primer and topcoat
3. Air pockets in the priming coat due to unsuitable thinner
4. Too high drying temperature

REMEDY

- Sand until bubbles and/or rust are removed
- If necessary, apply an anticorrosive primer in order to avoid further corrosion problems.

PREVENTION

- Repair the damaged parts immediately and apply an anti-corrosive primer to avoid corrosion.
- Apply recommended paint layers, use hardener and thinners as specified on the technical data sheet – follow drying times in order to avoid drying bubbles.



BLISTERING

DESCRIPTION

The painted surface displays pimples/blisters of different sizes

CAUSES

Blistering is caused by moisture or contamination under the paint due to:

- Moisture absorption forms the substrate (especially from putties and fillers) before painting.
- Moisture condensation on the substrate created by a sudden change in temperature (e.g. the hot car straight out of the oven into a cooler room).
- Contamination of the substrate by water, grease, oils, etc.
- Use of incompatible products or unsuitable thinners
- The painted surface, was exposed to a high level of moisture or rain, before proper drying time was allowed.
- Thinning of water-borne product with tap water (contains mineral salts).
- Presence of water in the compressed-air line.

PREVENTION

- Ensure the surface is thoroughly cleaned before any operation (use compressed air and silicone remover/degreaser).
- Protect the surface before the paint application and immediately after, to avoid moisture condensation.
- Use documented paint processes to avoid any incompatibility.
- Check the compressed air supply periodically
- After wet sanding allow water to evaporate
- Only dry sand polyester putties.

REMEDY

After thorough drying:

- If blistering have formed between the final and undercoat, sand until you reach a completely smooth surface, then re-coat
- If pimples have formed between the substrate and undercoat, sand thoroughly, clean accurately and repeat the complete paint system.



WATER BUBBLES

DESCRIPTION

Evaporated water marks/droplets can be seen on the painted surface.

CAUSES

Traces of water under the surface, due to:

- Residual water in case of wet sanding
- Water in the compressed air line
- Contact of the paint surface with rain or with sprinklings of water
- Water not evaporated from the water-borne basecoat and/or filler.

REMEDY

After thorough drying:

- Sand and polish the surface
- In case of deep defects – sand thoroughly and repaint.

PREVENTION

- Always clean the surface thoroughly (by compressed air and with silicone remover/degreaser).
- Check the compressed air supply periodically
- Follow correct drying times recommended on the technical data sheet, according to temperature and relative humidity.



POPPING

DESCRIPTION

Bubbles (closed or partially opened), which are trapped during paint application, caused by overcoating before previous application has died.

CAUSES

Air of solvent vapours trapped in the film, due to:

- Too high viscosity – use of cheap thinners
- Too fast thinner (especially in summer)
- Inappropriate use of fast hardener
- Too high film thickness or too short flash-off time between coats.
- Too high ambient temperature, too near a heating source, too short flash-off time
- The painted car was exposed directly out in the sun immediately after the application of the final coat.
- Incorrect drying time before baking (for water-borne clearcoats)

REMEDY

After through drying:

- Sand to obtain a smooth surface and re-spray

PREVENTION

- Always follow the technical data sheet before applying undercoats or finishing coats.
- Use the suggested thinners and hardeners dependent on room temperature.
- Ensure spray viscosity is correct
- Respect the flash-off times between the coats and the dry time after the final coat
- Control the oven temperature and/or the distance of the IR lamps
- Check at regular intervals the oven temperature control gear.
- For water-borne products follow flash-off times before baking.



GLOSS DIFFERENCE

DESCRIPTION

Some zones of the painted surface show insufficient gloss.

CAUSES

- Insufficient drying time of the undercoats
- Use of too aggressive thinners
- Use of inappropriate hardeners
- Too slow drying with excessive humidity
- Low baking with insufficient air recirculation
- Exposure of the painted substrate not yet through dried, to weathering and/or aggressive chemical agents.

REMEDY

After through drying:

- Polish using an abrasive compound according to the degree of gloss.
- If polishing does not restore the gloss, flat with abrasive paper, then re-spray.

PREVENTION

- Always follow the technical data sheet instructions, apply the undercoats according to the suggested film thickness, allowing adequate drying time between all coats
- Follow the baking temperatures for undercoats and finishing coats in well aerated spray booths, especially in case of low room temperature and high humidity
- Avoid exposure of the painted surface to any aggressive conditions in the first days after painting.



ORANGE PEEL

DESCRIPTION

The painted surface shows poor flow and resembles orange peel

CAUSES

Poor flow due to:

- Poor spray gun technique (gun held too far from the surface, causing the paint to dry).
- Unsuitable spray gun adjustment (air cap, air pressure, etc).
- Too high spray viscosity
- Use of too fast or unsuitable thinners
- Too short flash off between coats.
- Too high surface temperature and/or spray booth temperature.
- Application of too thick or too thin coats

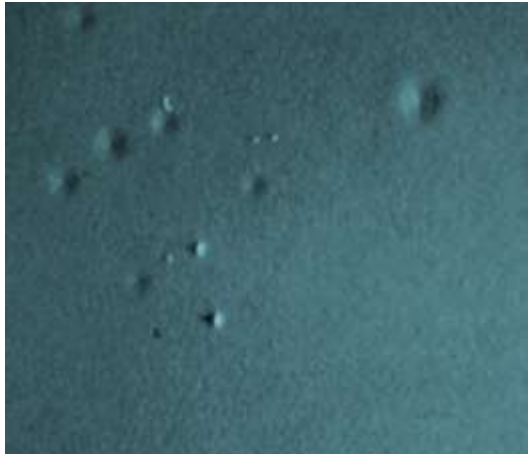
REMEDY

After the paint has dried thoroughly:

- Rub out orange peel with very fine abrasive paper and polish
- In severe case flat thoroughly and re-spray

PREVENTION

- Always follow the technical data sheet instructions and use the suggested techniques
- Use the suggested thinners depending on the room conditions; check the spray viscosity and the air pressure.
- Apply uniform coats and follow the flash off time between the coats.
- Check the room conditions: temperature and ventilation.



CRATERS IN THE UNDERCOAT

DESCRIPTION

Small holes showing on the surface of the undercoat

CAUSES

- Incorrect use of antistatic cleaning cloths that can contaminate the undercoat surface.
- The spray booth and/or the surface to paint are contaminated with silicone
- Contaminated compressed air supply (presence of water, oil, wax).
- Solvent contaminated spray gun when using water-borne products
- Air absorption
- Use of unsuitable thinners and/or hardeners
- Wrong drying times (without following the indicated times).

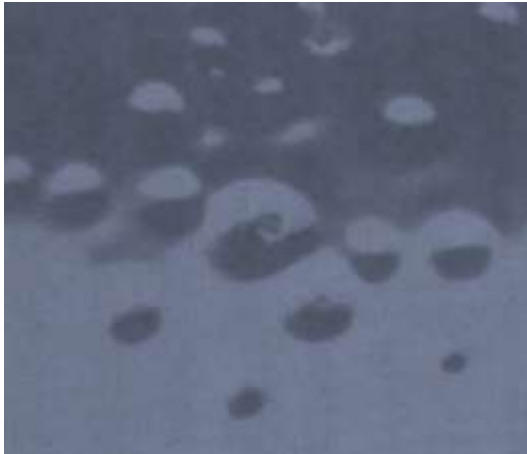
REMEDY

After thorough drying:

- Sand the cratered coat to eliminate any defect. Clean and degrease thoroughly with silicone remover, then apply a new coat.

PREVENTION

- Degrease the substrate thoroughly before spraying, using the specific silicone removers. Remove the solvent with a clean cloth before it can dry.
- Check the spray booth filters and the oil/water separator and drain if necessary.
- Always check the surface before spraying the next coats; if necessary repeat as indicated above.
- Clean with suitable solvents and allow spray guns to dry when using water-borne products.
- Follow carefully the instructions of the technical data sheet



CRATERING/FISH EYES

DESCRIPTION

Paint repelled by polluting agents, forms crater like depressions with relief edges. Inspection with a lens may reveal a small impurity at the base.

CAUSES

- Incorrect use of antistatic cleaning cloths that can contaminate the substrate
- The spray booth and/or the substrate are contaminated with silicone
- Contaminated compressed air (presence of water, oil, grease, wax).
- Solvent contaminated spray gun when using water-borne products

REMEDY

Allow through drying:

- Remove by sanding the affected paint, clean thoroughly and re-spray.
- If the paint still forms craters, add a specific anti-silicone to it.

PREVENTION

- Clean and degrease the substrate thoroughly before spraying the next coat, using specific silicone removers. Remove the solvent with clean cloths before it can dry.
- Check the spray booth filters and the oil/water separator and drain if necessary.
- Always check the surface before spraying the next coats; if necessary repeat as indicated above.
- Use only perfectly clean spray equipment
- Don't use products containing silicone in the spray booth
- Clean with suitable solvents and allow spray guns to dry when using water/borne products.



CHIPPING – POOR PUTTY

STOPPER ADHESION

DESCRIPTION

Loss of putty adhesion from the substrate

CAUSES

- Incorrect substrate pre-treatment
- Use of a wrong type of putty/stopper (e.g. normal putty on zinc coated iron).
- Wrong mixing ration with the hardener
- Incorrect IR drying (too near lamps, too long a drying time).
- Too high lamp temperature.

REMEDY

Strip to bare metal and repeat the cycle

PREVENTION

- Use universal putties that can offer a good adhesion to all substrates.
- Read the technical data sheet and follow the mixing ratio (depending on the room temperature), drying time, use of IR lamps
- Sand and clean the substrate following the instructions of the data sheet.

SPRAY DUST



DESCRIPTION

*Paint particles settled on the car parts
not to be painted*

CAUSES

The small paint particles settle on the wet film due to:

- Inadequate masking of the substrate
- Insufficient ventilation in the spray booth
- Poor spray gun techniques (e.g. spray pressure too high).

REMEDY

In most cases polishing is sufficient

PREVENTION

- Mask accurately the surface to be protected, especially on the edges.
- Follow the application techniques as indicated in the data sheet
- Check the airflow in the spray booth

METALLIC IMPURITIES



DESCRIPTION

Some aluminium particles appear in a vertical orientation in the finishing coat

CAUSES

Inappropriate application of the metallic matt base coat i.e.:

- Poor spray gun technique (e.g. dry spray).
- Use of inappropriate spray gun (air cap, air pressure) and/or spray gun too far from surface
- Insufficient clearcoat film thickness to cover the aluminium flakes (especially with “magnum size” coarse particles).

REMEDY

After clearcoat through drying:

- Sand with P800 grit paper and apply a new coat of clearcoat

PREVENTION

- Always follow the instructions of the technical data sheet and use the indicated spray techniques
- Check the adjustment of the spray gun (air cap, coverage, air pressure).
- In touch-ups or for larger coverage, use specific “blenders”.



METALLIC PAINT CLOUDING

DESCRIPTION

*The fresh paint shows local colour differences:
after spraying the metallic coat, light and
darker spots (clouds) appear.*

CAUSES

Improper application technique, i.e.:

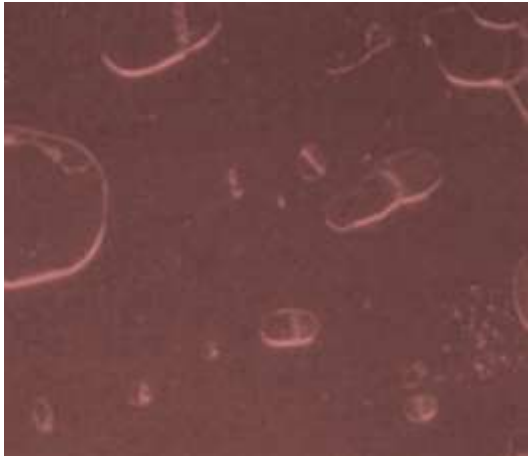
- First coat is too wet with a dry grip coat on the top
- Incorrect adjustment of the spray gun (air cap, air pressure)
- Incorrect spray viscosity
- Insufficient stirring of the paint.

REMEDY

- Before applying the clearcoat, apply a new uniform light/grip coat of the matt base, reduced with the specific "FADE-OUT THINNER" as indicated on the relevant technical data sheet.
- If the clouds appear after the clearcoat application, sand the surface and re-spray (base coat + clearcoat).

PREVENTION

- Follow accurately the instruction on the technical data sheet.
- Check the adjustment of the spray gun
- Accurately stir the thinned base colour and filter it before spraying
- Use only the thinners indicated on the data sheet.



WATER MARKING AND SPOTTING

DESCRIPTION

The edge of evaporated water droplets can be seen on the paint surface

CAUSES

When water drops on the paint surface and evaporates (especially on horizontal surfaces) the outline of the drops may still be seen. This happens when the painted surface has been exposed to rain or water drops just after painting.

REMEDY

Allow the finish to dry through, then:

- Sand and polish
- If repeated polishing is not effective, sand the affected area and re-spray.

PREVENTION

- Protect the car immediately after the painting and avoid contact with water before it has dried through.



BLEEDING – YELLOWISH STAINS

DESCRIPTION

The freshly applied topcoat shows local discoloration and/or yellowing in the areas previously treated with polyester putty.

CAUSES

Too much hardener (peroxide) added to the polyester putty.

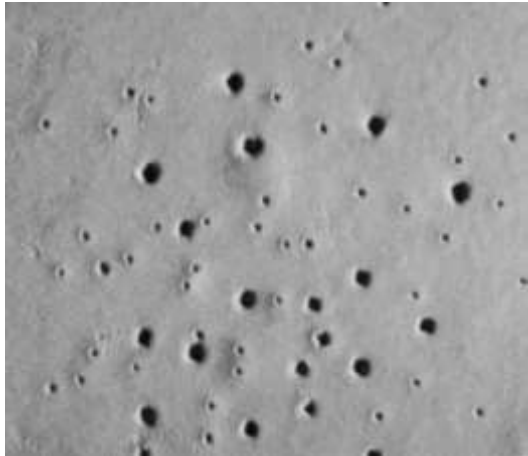
REMEDY

After the application has dried through:

- Sand thoroughly to the putty surface. Apply a sealer and re-spray the final coat.

PREVENTION

- Use the correct mixing ratios (indicated on the data sheet).
- Use cartridge putties with dispensers that correctly measure the mixing ratios, or mix by weight with scales.



PORES IN THE FILLER

DESCRIPTION

The surface shows some small holes

CAUSES

Incorrect application of the filler-sealer due to:

- Filler application at too high viscosity or use of inappropriate thinner
- Application in layers, which are too thick
- Use of too fast hardeners especially in summer
- Filler drying in the direct sunlight

REMEDY

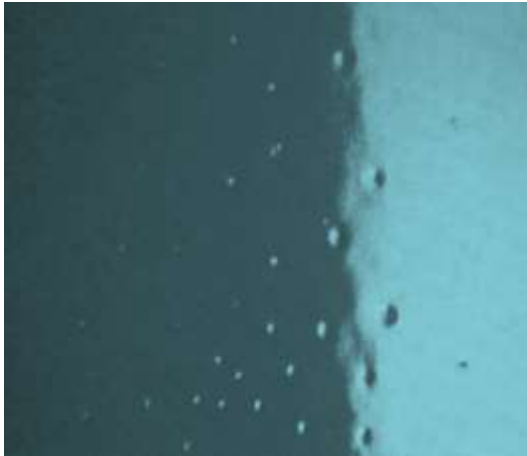
After application through drying:

- Sand thoroughly and re-spray the filler-sealer

PREVENTION

- Always consult the instructions of the technical data sheet: apply the filler/sealer in the suggested film thickness, follow the flash-off time between coats and allow to dry correctly
- Check the spray viscosity before the application
- Use the suggested hardeners and thinners, depending on the ambient temperature.
- Allow to dry inside the body shop, or in areas that do not allow exposure to direct sunlight.

PIN HOLING



DESCRIPTION

The presence of deep holes in the paint surface, showing through to the sealer/filler or to the putty

CAUSES

Penetration of the final coat from holes due to air trapped in the application:

- Incorrect application of the filler (sanding, sealing, etc.)
- Too fast drying (over or IR lamps) of the filler applied in too thick layers.
- Inefficient filling technique and putty sanding (leaving hollows).

REMEDY

After through drying:

- Sand the paint or filler to completely remove the pinholes, apply suitable sealer filler, sand accurately and re-apply the final coat.

PREVENTION

- Follow the instructions of the data sheet, and follow the correct application, flash-off and drying times.
- Build up the putty in thin layers in order to avoid trapping air in the mass.
- Always check the substrate before applying the topcoat and, if necessary, operate as indicated above



COLOUR DIFFERENCE

DESCRIPTION

The colour shade of the repaired area does not match the car original colour

CAUSES

- Original car finish does not correspond with the mixed colour.
- The mixed colour was obtained using pigments different from the original ones: metamerism.
- Mixing colours have not been stirred enough
- Irregular spraying technique (number of coats, gun adjustment).
- The spray check was carried out in incorrect light
- The test panel was sprayed incorrectly

REMEDY

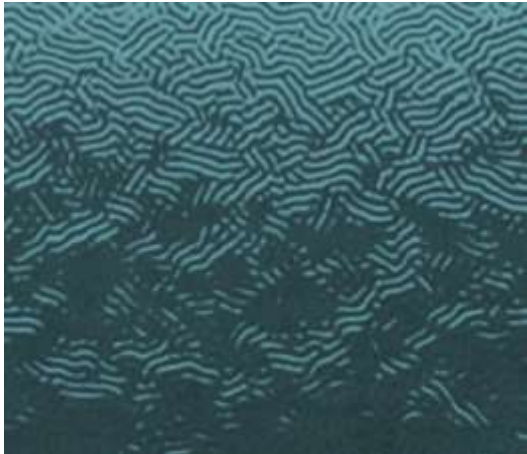
After thorough drying:

- Sand the repaired section, mix the colour again, compare a test panel and re-apply the colour
- Use coloured fillers when indicated

PREVENTION

- Use colour chips and the other colour tools offered by the Color-System correctly
- In any case, before painting the substrate, always use spray out cards, applying the correctly catalysed and thinned product with the same spray gun used in the final application. Check the colour under different visual angles and under different light sources.
- Use the recommended instruction outlined on the technical data sheet.
- Mix the paint carefully and always filter before applying it, by using compatible filters (in the spray gun too).

WRINKLING



DESCRIPTION

The paint surface acquires a finely wrinkled appearance

CAUSES

- Paint applied to a solvent sensitive and/or only partially dry substrate, without previous application of a suitable sealer
- Use of too aggressive or inappropriate thinner
- Use of unsuitable sealers for the substrate
- In case of two-coat finishes, partial removal of the clearcoat by sanding, without correct sealing
- Too high film thickness

REMEDY

After thorough drying:

- In case of a slightly wrinkled surface sand with fine sand paper and re-spray. If the surface shows serious signs of wrinkling, thoroughly remove the paint and reapply.

PREVENTION

- Ensure that the substrate is not solvent-sensitive and has dried through. If it is the case, seal completely with a suitable sealer (e.g. a water thinnable sealer).
- If possible – apply a two-pack sealer in very thin coats to sensitive substrates, allowing long flash-off times between coats.
- Use only the recommended hardeners and thinners

SANDING MARKS



DESCRIPTION

Fine scratches can be seen in the top coat

CAUSES

- The sanding/grit paper was too coarse for the product subsequently applied
- Final sanding with too fine grit paper after previously sanding with coarse grit paper (e.g. P180 then P360).
- The primer or filler was not sufficiently through hardened for sanding
- Insufficient film thickness

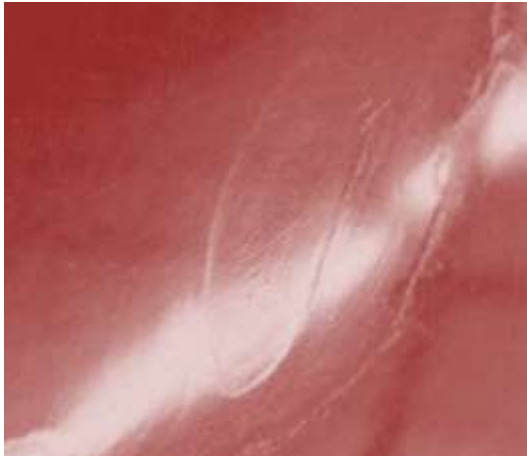
REMEDY

- After it has dried through, sand the topcoat smooth with fine grit paper and polish
- If the surface shows serious marks, sand thoroughly and re-apply the topcoat and the sealer if necessary.

PREVENTION

- Consult the data sheet for the substrates (putty and filler) and choose the correct sand/grit paper
- Using different sand/grit paper, follow the instructions from the data sheet in reference to the use of abrasive paper
- Always allow the substrate to dry through before sanding (see data sheet).
- Apply the topcoat in the correct film thickness

CONTOUR MAPPING



DESCRIPTION

The edge of an underlying coat can be seen through the topcoat showing different gloss zones.

CAUSES

The bodyfiller has been applied incorrectly due to:

- Too thick film thickness and too short drying times
- Unsuitable/too fast hardener or wrong mixing ratio
- Air drying in high humidity
- The undercoat was applied on old paint etc. without correct sealing

REMEDY

After thorough drying:

- Sand with fine paper and polish
- If the defect is more serious the surface must be sanded and re-sprayed

PREVENTION

- Consult the technical data sheet, apply the filler in the suggested film thickness and follow the drying time.
- At low temperature and high humidity allow the film to low bake
- Always check old paint etc. and, if necessary, apply a suitable undercoat.



REMOVING OF ORIGINAL COATINGS

DESCRIPTION

Wrinkling is present in the finishing coat.

CAUSES

The original film was attacked by solvents:

- The original coatings were thermoplastic or powder-coats (normally used by car manufacturers).
- The original coating (solvent or water-based) had not dried enough.

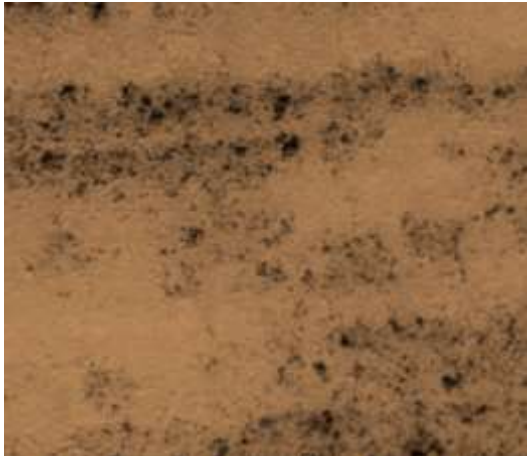
REMEDY

Sand thoroughly, apply a suitable primer (water or epoxy) and re-paint.

PREVENTION

Always check original coatings and choose the suitable paint system.

RUSTING



DESCRIPTION

Corrosion evident in the finished surface

CAUSES

- Attack of the metal surface due to contact with weathering and chemical agents.
- Presence of humidity on the metallic surface before applying the anti-corrosive primer.

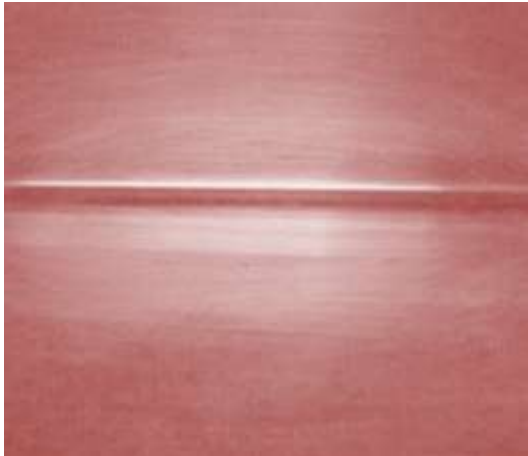
REMEDY

Sand the rusted part carefully down to bare metal, sand the steel sheet by removing all rust, clean the metal substrate by means of suitable detergents and then repeat the process starting from the anticorrosive primer.

PREVENTION

- Repair the damaged area of the paint as soon as possible
- Thoroughly clean the metallic surface, dry it with clean cloths, and apply a suitable anti-corrosive primer no later than 30 min

POLISHING MARKS



DESCRIPTION

Patchy finish to the gloss, showing round spots on the finishing coat

CAUSES

The film surface has been abraded because of:

- Unsuitable polishing techniques (speed, pressure) or unsuitable materials (rubbing compound, etc.).
- The film has not dried through yet.

REMEDY

After through drying:

- Repeat the polishing operation
- If necessary, sand slightly and re-paint

PREVENTION

- Use specific polishing techniques and materials dependent on the finishing coat
- Allow the film to through dry before polishing it.



PEELING - FLAKING

DESCRIPTION

A paint layer detaches itself from the substrate or from underlying layers

CAUSES

The paint is affected by forces that prevent adhesion. Loss of adhesion due to:

- Presence of wax, fat, silicone, oil, or other releasing agents
- Inadequate surface adhesion
- Unsuitable temperature during application
- Incorrect film thickness

REMEDY

Remove loose paint layers and re-apply the system.

PREVENTION

- Check accurately the substrate and choose a suitable paint system.
- Pre-treat the substrate correctly. Remember that sanding and sand blasting will improve the adhesion by increasing the contact surface
- Degrease accurately to remove any contamination that can reduce the substrate wetting by the new coat
- Check the spray viscosity: lower viscosity increases the substrate wetting and improves the adhesion
- Observe the flash-off time between coats indicated on the data sheet of the paint system
- In tow-coat system (basecoat + clear) low baking improves a better adhesion between coats.
- Avoid "mixed" cycles by using products of different paint manufacturers.

DIRTY - DUST



DESCRIPTION

Dust or dirt particles trapped in the dried paint

CAUSES

- The surface was not clean enough
- The spray booth is not dust free (clothing creates dust)
- Filters are dirty or clogged. The airline is dirty
- The paint is contaminated
- Ineffective paint filtering

REMEDY

After thorough drying:

- Remove dirt by fine sanding (P1200), then polish
- If the dirt has been trapped deep into the paint, sand the surface and re-spray

PREVENTION

- Thoroughly clean the surface (by air and antistatic degreasing agents).
- Keep the spray booth clean and wear fibre-free, antistatic overalls
- Replace the filters regularly
- Store the paint in tins that are clean and well-sealed. Filter the paint every time before pouring it into the spray gun pot.
- After use, thoroughly clean used equipment, especially the gun, and dry it with clean cloths.

STREAKS



DESCRIPTION

The final colour displays slightly different coloured streaks

CAUSES

Unsuitable application technique due to:

- Incorrect adjustment of the spray gun: unsuitable or unclean air cap
- Irregular and/or not constant air pressure
- Too low spray viscosity
- Too wet spraying

REMEDY

After thorough drying:

- Sand and re-coat

PREVENTION

- Choose the spray gun and the relevant air cap in the relation to the data sheet and the gun manufacturer settings
- Check the regular coverage of the compressed air.
- Always check the paint spray viscosity
- Apply correct product quantity as well as correct film thickness
- Follow the technical data sheet

CHALKING



DESCRIPTION

Deterioration of the paint film, due to the decomposition of the binders/pigments within the painted surface

CAUSES

- Incorrect hardener and/or mixing ratio
- Incorrect film thickness
- Deterioration due to weathering
- Incorrect technique applied

REMEDY

If the damage is very small, try to restore by polishing with abrasive paste, otherwise it will be necessary to repaint

PREVENTION

- Use hardeners and ratios indicated on the technical data sheet
- Pay attention to each of the applied layers
- Work methodically, following the prescribed technique

BLEEDING



DESCRIPTION

Staining due to soluble dyestuff

CAUSES

- Use of soluble pigments
- Reaction of the putty's peroxides with dyestuffs or pigments present in the paint film
- Bitumen or tar residues

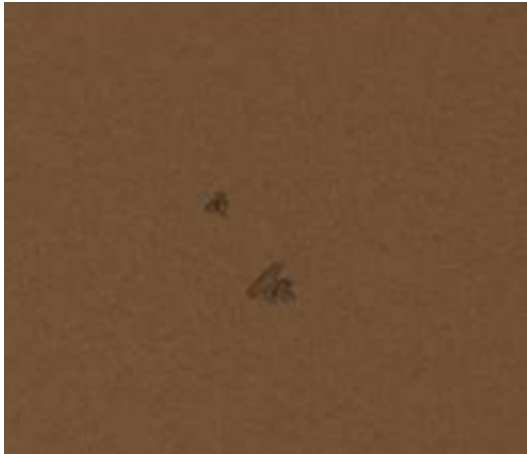
REMEDY

- Insulate the damaged parts. In particularly serious cases, sand until bare metal and restart the correct paint process.
- Undercoat with BLACK fillers or paints (the best filler being black).

PREVENTION

- Do a solvent test to verify the possible presence of soluble dyestuffs
- Check the putty's correct hardener and peroxide dosage
- Ensure that all possible tar or bitumen residues have been removed.

STONE IMPACTS



DESCRIPTION

Deep paint damage due to external agents

CAUSES

Impacting of the bodywork by stones, pebbles, etc.

REMEDY

Sand the damaged zone, apply putty if necessary and then re-paint

PREVENTION

Because this is a situation removed from the painting process little can be done apart from being vigilant with regards to road surfaces e.g. freshly laid road chippings, unmade roads, road litter.



OVERSPRAY

DESCRIPTION

Atomized and dried paint particles that have settled on the surface during painting and not completely absorbed into the surface

CAUSES

Insufficient overspray absorption due to wrong hardener and/or thinner as regards environmental conditions

REMEDY

Sanding and re-application in respect to correct conditions.

PREVENTION

- Mask carefully the panels that are not to be painted
- Consult the technical data sheet for suitable thinners or hardeners

SAGGING



DESCRIPTION

Paint drops on vertical surfaces

CAUSES

- Use of unsuitable hardeners/thinners
- Incorrect viscosity
- Heavy application of product
- Incorrect flash-off between coats
- Incorrect air gap
- Incorrect spray fan

REMEDY

Allow to through dry, then remove the sagging. Polishing will sometimes be sufficient but in some cases it may be necessary to sand and repaint

PREVENTION

- Consult the technical data sheet carefully and above all choose the right hardeners/thinners in relation to the temperature and the relative humidity
- Ensure that spray equipment is perfectly clean and in good working order.

HAZE



DESCRIPTION

Opalescent haze formed on the paint surface

CAUSES

Humidity/condensation trapped in the paint.

This may be caused by the following:

- Less favourable climate conditions
- Unsuitable thinners
- Incorrect air pressure
- Using more forced drying than recommended

REMEDY

Polishing may remove the defect. If this is insufficient, sanding and repainting will be needed. If after repainting this phenomenon reappears, check the application method and conditions (spray gun adjustment, ventilation, drying temperatures).

PREVENTION

- Avoid application in extreme climatic conditions (strong humidity, too low temperatures).
- Use thinners recommended on the technical data sheet.
- Avoid to force drying more than foreseen on the technical data sheet
- Ensure the environment is suitably air-conditioned (suitable temperatures and relative humidity).