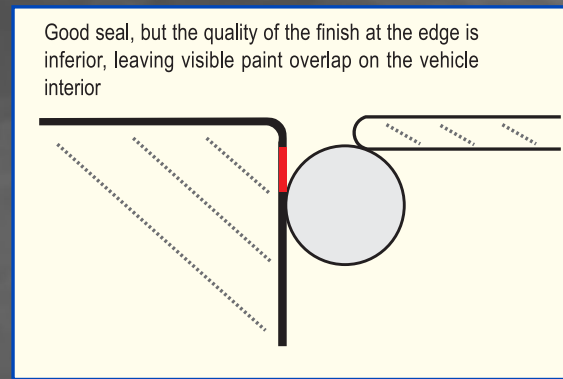


Rounded masking tape is designed to seal the joint, preventing paint from entering the vehicle interior, but it does not leave good paint definition on joint edges. Thus, when it is removed after use, paint overlap is clearly visible on the inner side of the joint (see diagrams).



Clearly, in order to effect a satisfactory repair, this overlap must be sanded down and polished before being delivered to the client.

This task of sanding down and polishing overlap can take between 10 to 15 minutes per metre of joint; for an entire car, we are talking about at least an extra hour of work.

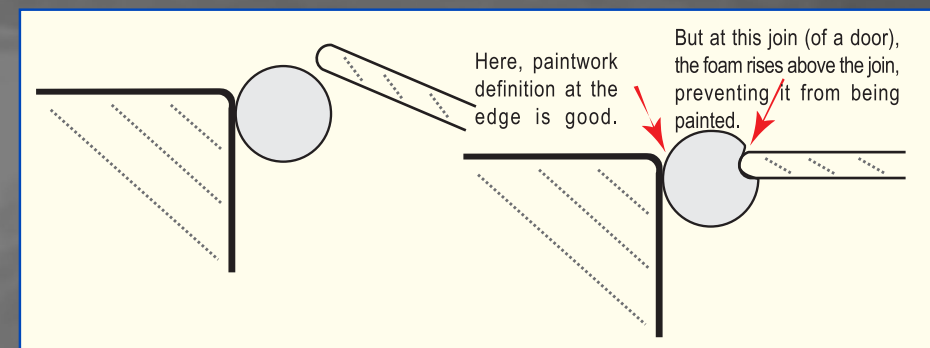
This extra hour of work could be avoided by using **FOAMLAC**, as it leaves a perfect finish, the same as that of a new car.

This saving in time and the quality of the finish makes **FOAMLAC** the perfect masking tape for sealing and providing perfect edges to joints.

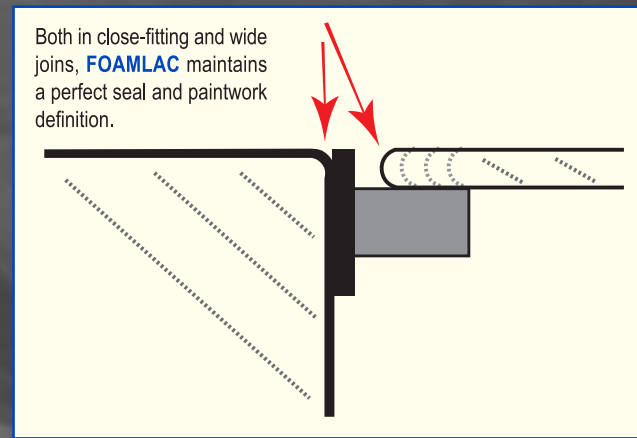
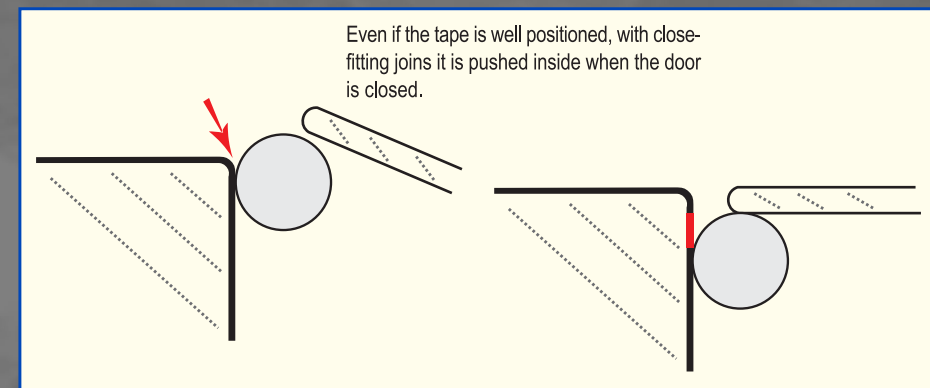
Any car repair workshop which uses **FOAMLAC** will increase productivity and repair quality of the end product delivered to the client.

Other examples of poor joint edges.

In wide joints, rounded masking tape can be left outside the joint, achieving a good finish, but not with doors.



With close-fitting joints, even when the masking tape is left outside, the pressure of the door edge on the tape when the door is closed pushes it inside, leaving paint overlap on the interior of the door edge.



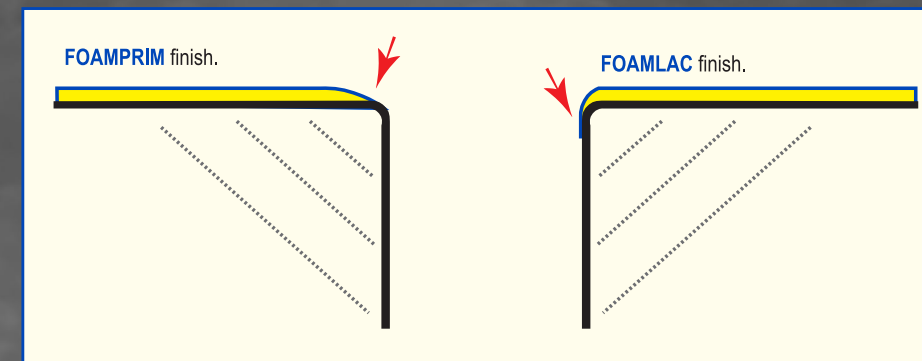
- No glue residues.

The chemical composition of rounded masking tape often deteriorates when heat is applied in the spraying cabin, and when it is removed, it leaves glue residues behind on the bodywork. Removing this glue is complicated and time-consuming.

FOAMLAC glue has been designed to be residue free. It does not deteriorate with heat application and does not change its structure. Thus, no glue residue is left on the bodywork.

ECORFOAM SYSTEM

It has been proven that the two **ECORFOAM** masking tape systems complement each other perfectly. The **FOAMPRIM** finish terminates at the beginning of the edge, and the **FOAMLAC** finish terminates at the end of the edge, so that the vehicle paintwork covers the primer perfectly (see diagrams).



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Made In E.U. by:



“ECORFOAM”
masking tape system for
sealing and defining edges.

THE **ECORFOAM** masking tape system, developed and patented by **INNOECOR S.L.**, is a new way of sealing joints before priming and painting vehicles in car repair workshops, which enables more rapid positioning and cleaner edges than ever before.

It comprises two masking tapes: “**FOAMPRIM**”, specially developed for priming, and “**FOAMLAC**”, specially developed for the final coat.



“FOAMPRIM”

• Main characteristics:

- Rapid positioning
- Hermetical sealing
- Perfect outlines without hard edges.

• Rapid positioning:

“**FOAMPRIM**” is a spongy polyurethane masking tape. Triangular in shape, it is attached to joints through pressure rather than using glue.



This is the most rapid sealing system in existence to date; only four to five minutes are necessary to completely seal all joints on a vehicle.

• Hermetical sealing

Because it sticks with pressure, and is spongy, "FOAMPRIM" prevents any spray paint from penetrating the interior of the vehicle.

"FOAMPRIM" exercises lateral pressure on edges, preventing these from falling, whilst at the same time, preventing any spray paint from entering the interior of the vehicle.

• Perfected edge definition without thard edges:

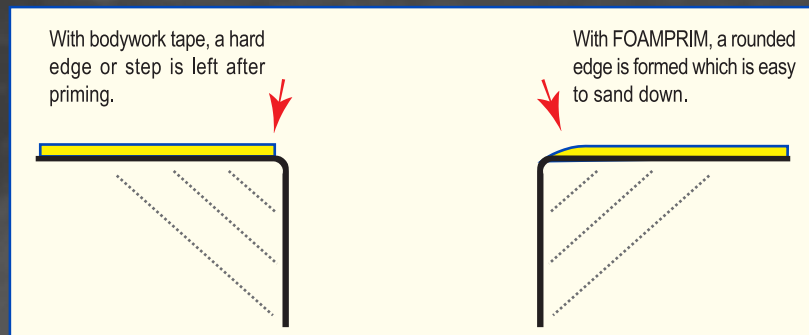
Because "FOAMPRIM" is made of a spongy polyurethane material, contact with the primer does not produce a hard edge, but rather light spraying at the edge.

This primer spray can be sanded down easily without having to put too much pressure on the edge, thus protecting the paintwork and preventing the bare metal from being revealed.

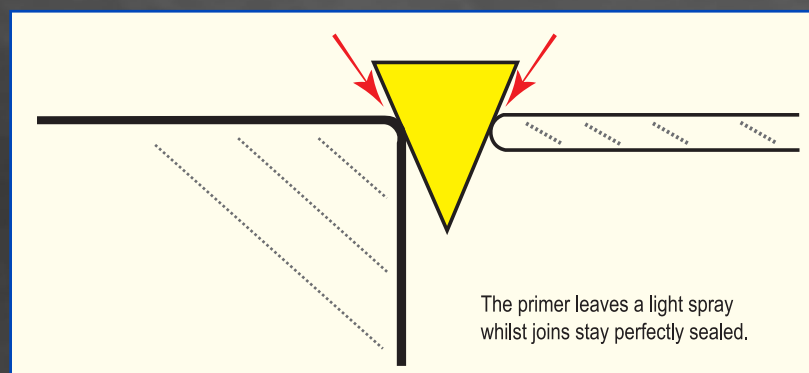


"It is better to take away the "FOAMPRIM" immediately after printing to avoid having rests of foam".

Other masking tape systems for priming, such as decorating tape (which is the most extensively used system world-wide at present), usually leave hard edges or steps in the primer stage, which then have to be sanded down vigorously, often revealing bare metal (see diagrams).



"FOAMPRIM" masking tape saves time both when sealing and when sanding down after priming, making it, without a doubt, the best tape in terms of economy and ease of use.



"FOAMLAC"

"FOAMLAC" is a new masking tape made of two components for sealing vehicle joins during application of the final coat in the workshop, and for creating perfectly defined edges.

"FOAMLAC" produces a perfect finish without creating extra labour, as happens with rounded masking tape, which as any professional knows, does not leave an optimum edge, either.

Rounded masking tape is the most extensively used sealing system world-wide. The following outlines the main differences between rounded tape and "FOAMLAC".

• Main differences between FOAMLAC and rounded masking tape:

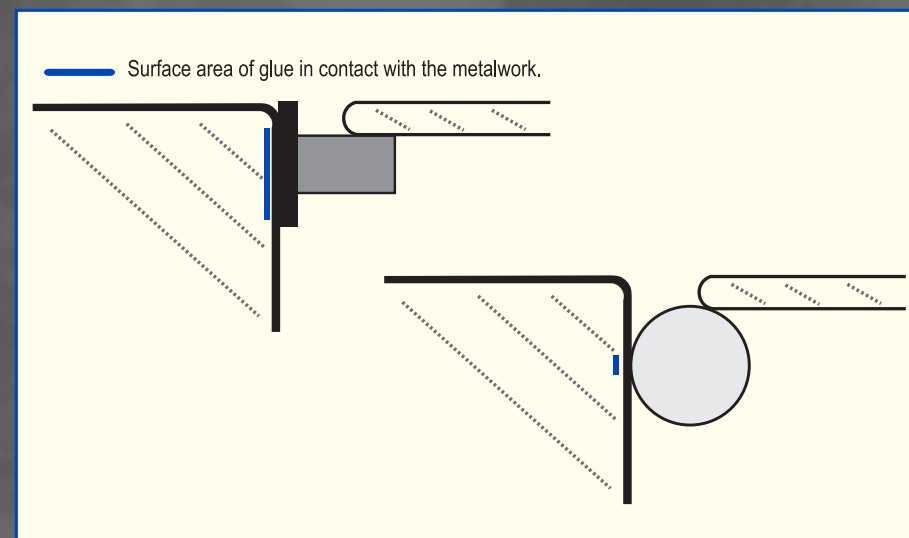
- Protective paper coating
- Easier to apply
- Better edge definition.
- No glue residues.



- Protective paper coating

FOAMLAC has a protective paper coating on the application side, so that this is never contaminated by workshop dirt, is always ready for use and adheres optimally to the metalwork.

Rounded masking tape does not have a protective coating on the application side, and sometimes falls off the metalwork when compressed air is applied because of contamination from workshop dust. In addition, the contact surface area of rounded masking tape is much smaller than that of FOAMLAC, so there is greater risk of rounded masking tape peeling off the metalwork (see diagrams).

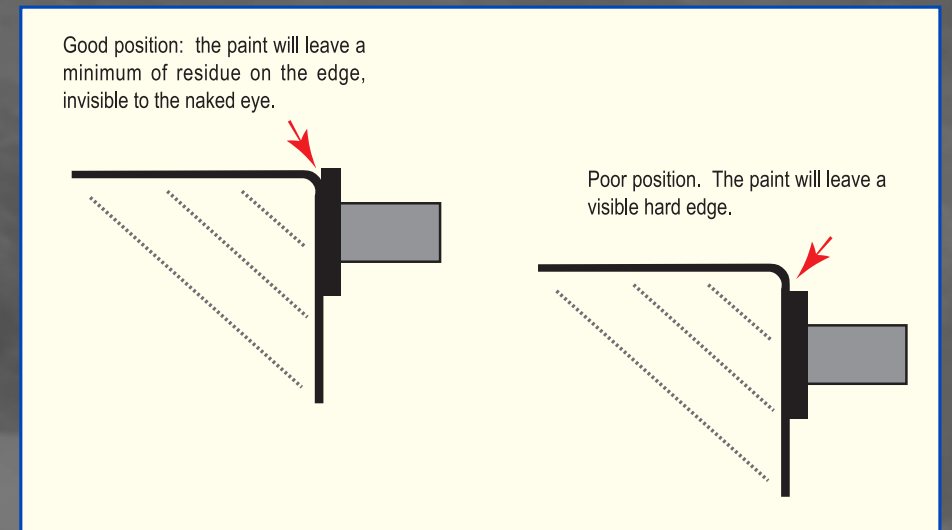


- Easier to apply

Because of its shape, FOAMLAC is much easier and simpler to position on an edge. The semi-rigid, flat foam adapts better to the shape of an edge on the body work, and is very easy to fit.

Rounded masking tape often twists in the mechanic's hands, leaving the sticky side facing the wrong way and making positioning much more difficult and stressful.

Way of putting the FOAMLAC



- Better edge definition

The geometric shape of FOAMLAC has been developed to leave a perfect paintwork finish at edges, and to provide a perfect seal.

When the flat side of FOAMLAC fits against the flat plane of the metalwork, no paint can enter the interior of the vehicle, and the paintwork is perfectly defined around the edges.

Likewise, the two foams comprising FOAMLAC form a gap into which the door or bonnet edge fits perfectly when closed, without the foam rising over the edge, so that they can then be painted in their entirety (see diagrams).

