

presto Kit de réparation de parebrise

Fiche Technique



Fissures en œil de bœuf, demi-lune ou étoile sur parebrise, les appellations des dommages causés au parebrise peuvent sembler comiques, mais les conséquences ne sont pas amusantes : Les TÜV (associations d'inspection technique) ne les trouvent pas du tout amusantes et le remplacement complet du parebrise sans pouvoir se prévaloir d'une assurance partielle ou complète est coûteux. Le kit de réparation de parebrise presto est la solution fiable et économique pour éviter le coût de remplacement d'un parebrise. Le kit comprend tous les outils nécessaires et une résine transparente très efficace qui permet de réparer de manière professionnelle les dommages causés au verre automobile.

N° comm.: 521133

Qualité & propriétés

Réparation facile de toutes les pièces en verre de la voiture !
Application rapide et facile
Élimine les dommages mineurs tels que les éclats de pierre
Rebouche et stabilise la zone endommagée
Empêche les éclats de pierre et les fissures de se propager davantage sur le parebrise

Données physiques & chimiques

Nom de la couleur: transparent
Température de fonctionnement minimale: 12 °C
Température de fonctionnement maximale: 30 °C
Point d'inflammabilité: 97 °C
Stabilité de stockage: 3 y

Mode d'emploi

Carefully remove protruding and loose pieces of glass with the razor blade. Do not increase the damage unnecessarily. Attach the applicator base to the windscreen with the suction cups. Make sure that the centre ring of the applicator base is positioned centrally over the damaged area. The suction cups must not be on fine cracks. Screw the repair resin container into the centre ring of the applicator base. Turn the repair resin container clockwise to tighten. Ensure that the rubber seal at the bottom of the repair resin container is fully seated against the windscreen, but not with too much pressure. Excessive pressure will affect the flow of the repair resin and the effectiveness of the repair.

Cut off only the sealed tip of the thin end of the repair resin bottle. Pour 3 to 6 drops of the repair resin into the repair resin container, depending on the extent of the damage. If the resin leaks out of the bottom of the repair resin container, carefully turn it clockwise further, just enough to prevent leakage.

Screw the pressure driver clockwise into the repair resin container to force the resin into the damaged area. Tighten until the pressure driver is almost completely screwed in. From inside the carriage, check that the rubber seal opening at the bottom of the repair resin container is wide open. Allow time for the repair resin to fully penetrate the crack/spall (4 to 6 minutes, depending on the extent of the damage). If the repair resin has not reached all damaged areas, you can slightly (!) heat the inside of the windscreen with a hair dryer.

Unscrew the pressure driver and remove it from the repair resin container to release the air trapped in the chamber. If necessary, add a few drops of repair resin to the container. Re-insert the pressure driver and screw it back in place to displace any air remaining in the damage. To determine if the repair resin has been absorbed into the damage, view the glass from an angle of about 45°. Make sure that no air bubbles remain in the damage. In the case of spalling and stone chips, also examine the glass directly behind the damaged area from inside the vehicle. Areas that have not been repaired will appear as dark (green or black) areas. If damage is still visible, repeat steps 4 and 5 until the desired result has been achieved. Make sure that there is still enough repair resin in the repair resin container.

After the air has completely escaped, turn the repair resin container and the pressure driver together half a turn to the left (anticlockwise). Remove the entire unit by lifting the small tabs on the suction cups of the applicator base. Carefully wipe off excess repair resin from the repair resin container with a clean paper towel so that it does not run down the windscreen. Apply a drop of the repair resin to the areas where damage is still visible and cover with a curing film. No pressure is required when applying the curing film to the repaired area, just carefully place the curing film on the glass, positioning the curing film so that it is as central as possible on the damaged area.

When the entire process is complete, place the car (windscreen) directly in the sun to cure the repair resin or use a UV lamp (wavelength: 300 - 400 nm, not included). Allow the repair resin to cure completely (approx. 10-15 minutes) and then remove the curing film. The repair resin must be completely dry and cured. Only then peel off the excess cured resin with the razor blade until the cured resin comes off in white flakes. For best results, hold the razor blade at a 90° angle to the windscreen when removing and run the blade exactly parallel to the windscreen to avoid scratches in the windscreen from the corners of the blade. If damage is still visible, apply another small drop of the repair resin directly to the damaged area. Cover the area with a curing film as described in step 6. After curing (approx. 10-15 minutes) carefully remove the excess cured repair resin from all areas except the treated area with a razor blade. If necessary, clean the pane with a glass cleaner and microfibre cloth (not included). A small, dull spot usually remains visible. This is not a defect, but a technical one. The vehicle is now ready for use again. The curing time of the repair resin may vary depending on the outside temperature and the intensity of the sunlight.

Notes:

For best results, the repair should be carried out promptly after the damage has occurred. Clean the glass before application. We recommend application at temperatures 12°C and in sunshine. The windscreen should be protected from direct sunlight during the entire repair process. To ensure the stability of the windscreen, repairs may only be carried out if the spalling is no larger than 2.5 cm in diameter. The damage must not be less than 10 cm from the outer edge of the windscreen. The damaged area must not be in the driver's field of vision. This is about 30 cm wide and is located just above the centre of the steering wheel. The glass may only be damaged on the outermost layer. A maximum of three damages per windscreen may be repaired. The manufacturer accepts no liability for damage or consequential damage caused by incorrect use of the product.

Sain pour l'environnement

European Aerosols s'engage à appliquer des formules sans ingrédients restreints ou critiques et à obtenir les meilleures performances possible. Les bouchons et les emballages sont fabriqués à partir de matériaux recyclables.

Élimination

Seuls les bombes, pots ou bidons complètement vides doivent être mis dans une benne de recyclage ou dans un conteneur approprié pour les déchets valorisables. Les bombes, pots ou bidons qui ne sont pas vides doivent être éliminés en tant que «déchets spéciaux».

Marquage/Étiquetage

Tous les produits fabriqués par European Aerosols sont conformes aux réglementations en vigueur en matière d'étiquetage, conformément à la Directive 1999/45/CE relatives à la classification, à l'emballage et à l'étiquetage des préparations dangereuses. Tous les aérosols correspondent aux TRGS200 et TRG300, ainsi qu'à la Directive 75/324/EEG dans sa variation actuelle.

À compter du Mai 7, 2025 – Cette version remplace toutes les versions publiées antérieurement.