

**GAUTENG DEPARTMENT OF EDUCATION
SENIOR CERTIFICATE EXAMINATION**

MOTOR BODY REPAIRING SG

QUESTION 1

- 1.1 1.1.1 Wear a gas mask.
 1.1.2 Extractor fans are essential
 1.1.3 Fresh air must enter the spray booth through filters only.
 1.1.4 There must be good lighting.
 1.1.5 No smoking or use of open flames in the spray booth.
 1.1.6 Before spraying, the spray booth must be cleaned thoroughly. (ANY FIVE) (5)
- 1.2 1.2.1 No gas leaks may occur.
 1.2.2 Use welding goggles (glasses).
 1.2.3 Cylinders must be kept in an upright position.
 1.2.4 Never gas-weld near flammable gasses.
 1.2.5 Wear protective clothing. (5)
- 1.3 1.3.1 Petrol
 1.3.2 Eucalyptus oil
 1.3.3 Special solvent (2)
- 1.4 1.4.1 Must have good coverage qualities
 1.4.2 Colour must be stable and permanent.
 1.4.3 Must mix easily
 1.4.4 Must not tend to crack (ANY THREE) (3)
- 1.5 **Rust**
- Rust is a condition (state) that changes metals into iron oxide when they are exposed to water and oxygen simultaneously. It is the result of a chemical reaction that turns bright steel into a useless brown-coloured oxide. Anode and cathode also play a role in the process. (2)
- 1.6 Rivets are used for their permanency. Bolts and nuts can shake / rattle loose over a period of time. (2)
- 1.7 Flammable gasses are normally stored in a flame-proof room or ventilated room. (2)

- 1.8 1.8.1 Good lighting
 1.8.2 Good ventilation
 1.8.3 No oil or water on the floor
 1.8.4 Adequate workspace
 1.8.5 Good housekeeping where everything has a place (5)
- 1.9 Acetylene gas is highly flammable and in the cylinder, where it is pressurised, it could be explosive and even more dangerous. (2)
- 1.10 **Tools for body repair work**
- 1.10.1 Panel beating hammers
 1.10.2 Flipper or file hammers
 1.10.3 Rubber mallets
 1.10.4 Different types and shapes of dollies
 1.10.5 Screw drivers
 1.10.6 Different shapes of panel spoons
 1.10.7 Adjustable body file
 1.10.8 Soldering bolt
 1.10.9 Coarse file
 1.10.10 Electric grinder (5)
- 1.11 **Safety with hand tools**
- 1.11.1 No loose hammer handles or heads
 1.11.2 Always use a file with a handle.
 1.11.3 Never use a chisel with a mushroom head.
 1.11.4 Tools must be clean and in good working order.
 1.11.5 Must work well and not be worn out (ANY THREE) (3)
- 1.12 **Before wheel alignment can be done**
- 1.12.1 Ensure that the steering is not faulty or worn.
 1.12.2 Check steering box for play or wear.
 1.12.3 Tyres must be the same size.
 1.12.4 Tyre pressure must be correct.
 1.12.5 Ground height must be correct. (4)
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QUESTION 2

Paint with base coat and clear coat

- 2.1 Remove all beadings and lights. (1)
- 2.2 Remove bumpers. (1)
- 2.3 Rub surface with 600 water paper. (1)
- 2.4 Check for any dents or scratches. (1)

- 2.5 Wash and clean and leave to dry. (1)
- 2.6 Use masking tape and paper to cover areas where paint is not required. (1)
- 2.7 Use a special cloth to remove dust and static electricity. (2)
- 2.8 Put car in spray booth. (1)
- 2.9 Check that all safety rules are observed in the spray booth. (1)
- 2.10 Before you start spraying, again wipe with special cloth. (1)
- 2.11 Mix the base colour with hardener and thinner following the directions of the manufacturer and the rule method. (1)
- 2.12 Start to spray on top of the roof, using the dry-spray method. (3)
- 2.13 When the base coat is sprayed, only a dull surface is noticeable. (1)
- 2.14 Spray at least four coats of base paint. (1)
- 2.15 Allow to dry for at least four hours – bake in spray booth. (1)
- 2.16 When dry, rub lightly with 1500 water paper. (1)
- 2.17 When the whole surface is properly rubbed clean, the surface will appear dull. (1)
- 2.18 Make sure that the masking tape / paper is still in position. (1)
- 2.19 Clean again with special cloth to finally remove the dust. (1)
- 2.20 Mix the clear coat, hardener and thinners using the rule method. (1)
- 2.21 Start spraying on top of roof and cover surface thoroughly. (1)
- 2.22 While spraying a bright gloss will appear on the surface. (3)
- 2.23 When finished allow to dry for approximately eight hours. (1)
- 2.24 Bake in the spray booth. (1)
- 2.25 Take car out of spray booth and remove paper and masking tape. (1)
- 2.26 Check thoroughly for any defects. (1)
- 2.27 Use buffing machine and rubbing compound to polish. (1)
- 2.28 Replace all parts that were removed. (1)

- 2.29 Remember that the base coat must not be too smooth, because the clear coat must have a sticky surface to adhere to. (3)
- 2.30 When the buff is used, be careful not to buff in one spot for too long, as the duco might burn. (4)

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QUESTION 3

3.1 Basic tools to repair a bent chassis

- 3.1.1 The most important tool is the porto-power equipment (2)
- 3.1.2 A variety of clamps and chains to pull or push (2)
- 3.1.3 Floor anchor (2)
- 3.1.4 A tape measure, trammel etc. (2)
- 3.1.5 Height meter or tape measure (2)
- 3.1.6 Hand tools (2)
- 3.1.7 Welding plant, oxygen and acetylene (2)
- 3.1.8 Hydraulic jack (2)
- 3.1.9 Stands (2)
- 3.1.10 An artisan that can plan and execute the job thoroughly (2)

(20)

3.2 Fitting of a door

- 3.2.1 When a door must be fitted, certain measurements must be checked (2)
- 3.2.2 Check door opening with trammel and diagonal dimensions (2)
- 3.2.3 Check for bent hinges (2)
- 3.2.4 Now fit the door with the bolt on top and one at the bottom. (2)
- 3.2.5 Check if the door catch is in line. (2)
- 3.2.6 Check gap around door. (2)
- 3.2.7 Replace all bolts and tighten. (2)
- 3.2.8 Test to check if door fits properly. (2)
- 3.2.9 Tools: trammel, tape measure, star screw driver and hammer (2)
- 3.2.10 Finish off when work is done (2)

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QUESTION 4

4.1 Orange peel:

- 4.1.1 Paint too thick
- 4.1.2 Air pressure too high or too low
- 4.1.3 Spray gun held too far from surface
- 4.1.4 Paint has dried too quickly (2)

4.2 Uneven spray

- 4.2.1 Not enough paint
- 4.2.2 Dirt in barrel of fluid needle
- 4.2.3 Paint too thick
- 4.2.4 Spray head loose (2)

4.3 Must old spray be removed?

It is not necessary to remove old paint before applying new paint, but make sure that surface is well rubbed and clean before spray painting. (2)

4.4 Paint does not dry

- 4.4.1 Oil or polish on surface
- 4.4.2 Must be again cleaned thoroughly (2)

4.5 Paint rough and sandy

- 4.5.1 Spray gun held too far from surface
- 4.5.2 Wrong spraying method
- 4.5.3 Dust fell on paint while it was still wet
- 4.5.4 Paint is too thin (2)

4.6 Paint flow

- 4.6.1 Too much paint sprayed in one spot
- 4.6.2 Paint too thin
- 4.6.3 Spray gun too close to surface
- 4.6.4 Too cold for spray work (2)

4.7 Paint dull and turns white

- 4.7.1 Surface too cold for spraying
- 4.7.2 Water / moisture in compressed air (2)

4.8 Distance of spray gun

- 4.8.1 Spray gun should be held between 150 – 200 mm from surface. (2)

4.9 Cleaning of spray gun

The only way to clean a spray gun is to fill the tank with thinners and spray till empty. Do not strip spray gun because seals may be damaged, affecting its lubrication. (2)

4.10 Change

To make the paint stick properly to the paint surface and to make the paint strong and quick drying (2)

4.11 Hot shrinking

- 4.11.1 Remove all sealant and tar from inside and clean. (2)
 - 4.11.2 Collect the right tools: oxy-acetylene plant; hammer; dolly with same curve as surface; block hammer or shrinking hammer; standard bumping hammer; water and wet cloth. (5)
 - 4.11.3 Heat up with gas flame in the middle till red hot in the middle of the dent. Red hot area about 17 mm in diameter (2)
 - 4.11.4 The heat must only be concentrated on the spot. (1)
 - 4.11.5 Do not hold flame too close to the surface, it might burn a hole right through, or too far away – will heat up too big an area. (2)
 - 4.11.6 Hold dolly at the back, beat around the red spot, moving to the inside of the red spot. (2)
 - 4.11.7 The heat will lift up the red spot and can now be beaten straight. (2)
 - 4.11.8 If the area is too big, more red spots can be made. (1)
 - 4.11.9 Start cooling down with wet cloth from outside to the inside. (2)
 - 4.11.10 Finish off with grinder and a file hammer. (1)
- [40]**

QUESTION 5

5.1

- 5.1.1 Remove boot lid.
- 5.1.2 Roughen out dent.
- 5.1.3 Beat dent out further with hammer and dolly working from the outside to the inside. Also make use of the file hammer.
- 5.1.4 When finished, rub smooth.
- 5.1.5 If necessary, body filler (putty) can be applied and rub bed smooth.
- 5.1.6 Rub the whole boot lid with 600 water paper.
- 5.1.7 Wash clean and let dry.
- 5.1.8 Spray thin layer of primer.
- 5.1.9 Follow-up with another two layers of primer.
- 5.1.10 Rub smooth again with 600 water paper.
- 5.1.11 Mix the colour according to manufacturer's directions, using the rule method.
- 5.1.12 Place boot lid on stand after cleaning.
- 5.1.13 Spray the back first.
- 5.1.14 Leave to dry.
- 5.1.15 Spray the outside first with a thin layer of final coat.
- 5.1.16 Now spray another four layers of final coat.
- 5.1.17 Allow to dry for four to eight hours.
- 5.1.18 When dry, rub with 1500 water paper till smooth.
- 5.1.19 Use rubbing machine with wool pad and polish.
- 5.1.20 Final finishing off. (20)

5.2 Fibre glass work

- 5.2.1 Rub area around scratch with 220 water paper. (2)
- 5.2.2 Fibreglass resin can be put on to cover the scratch, without mat. (2)
- 5.2.3 Body putty can also be used. (2)
- 5.2.4 Let dry. (2)
- 5.2.5 Rub smooth with 220 water paper. (2)
- 5.2.6 Now rub with 600 water paper. (2)
- 5.2.7 Wash clean and let dry. (2)
- 5.2.8 Special glass fibre primer must be sprayed on. (2)
- 5.2.9 Rub smooth with 600 water paper. (2)
- 5.2.10 Final coat can now be sprayed on and finish off (2)

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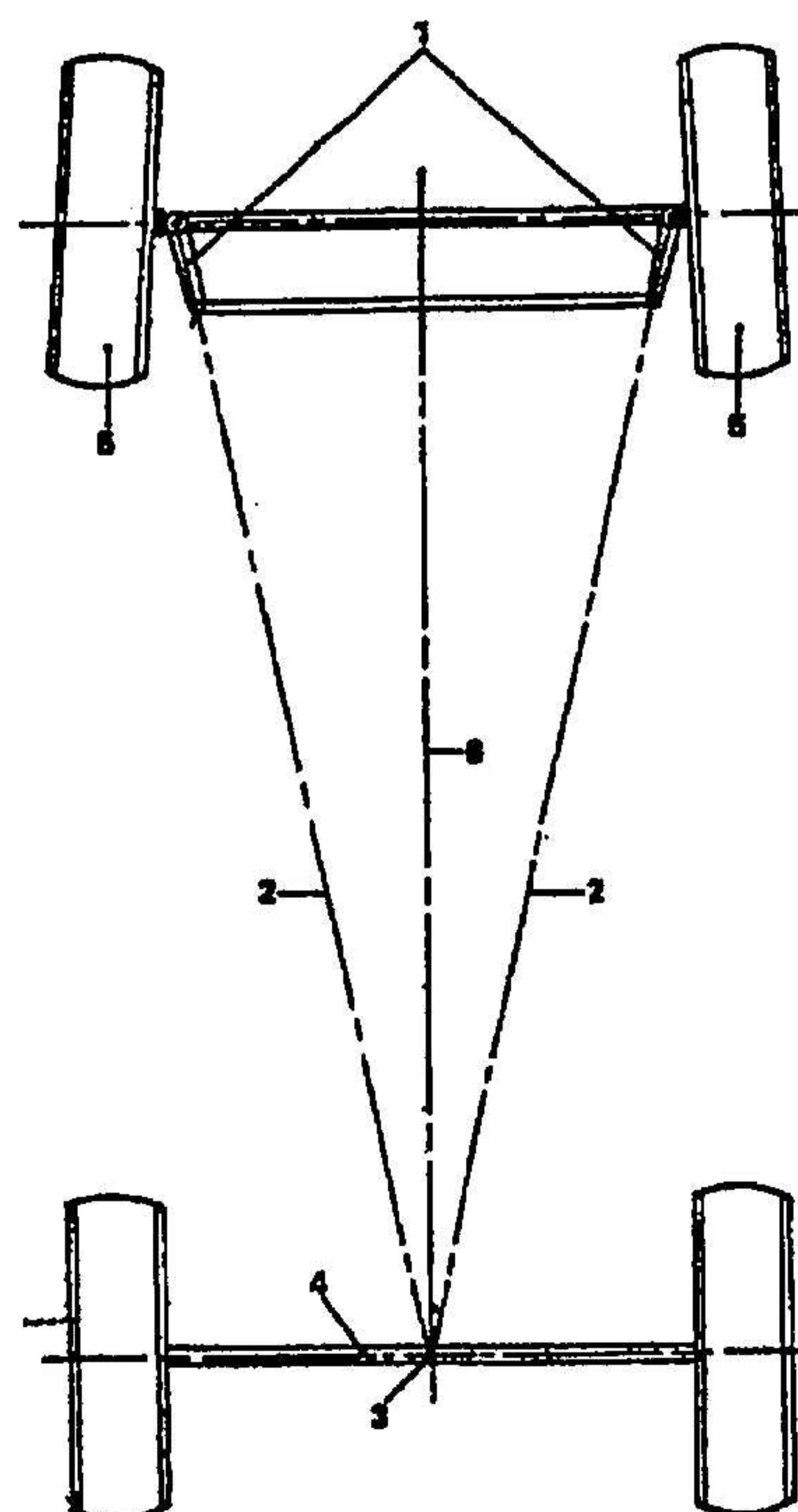
QUESTION 6

6.1 Door repair and spray:

- 6.1.1 Rub down with 600 water paper. (2)
- 6.1.2 Clean thoroughly. (2)
- 6.1.3 Use masking tape and paper to cover areas not to be sprayed. (2)
- 6.1.4 Spray thin layer of primer and let dry. (2)
- 6.1.5 Check for dents and scratches. (2)
- 6.1.6 Mix the correct shade of paint with the rule method. (2)
- 6.1.7 Spray the back first. (2)
- 6.1.8 Spray the final coat in front and let dry. (2)
- 6.1.9 Remove the masking tape and paper. (2)
- 6.1.10 Finish off with rubbing compound or polish. (2)

(20)

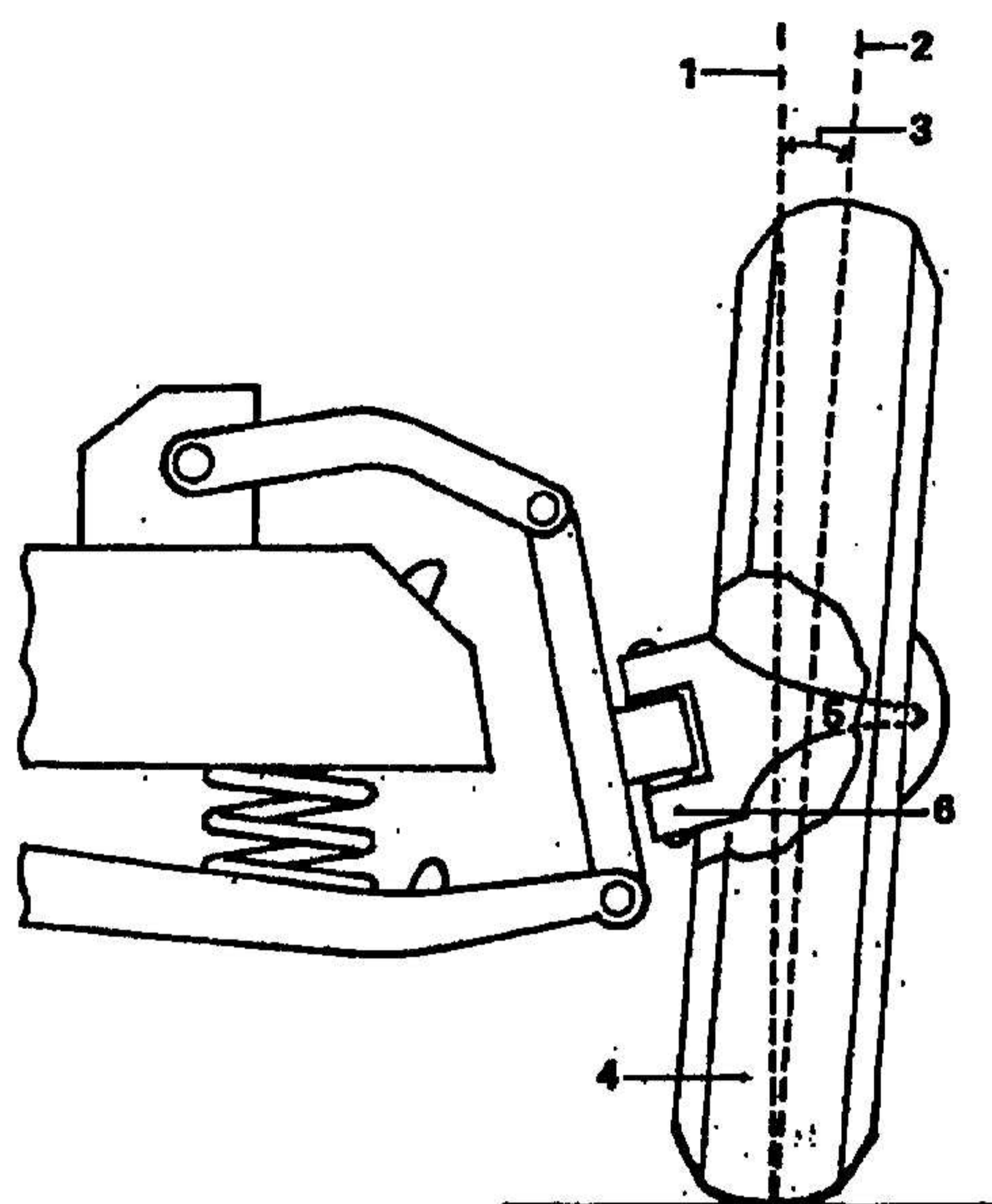
6.2 Ackerman principle sketch:



7

(8)

6.3 Sketch positive chamber



Sketch (4)
Angles (4)
(8)

- 6.4 6.4.1 Causes strain on the body parts
- 6.4.2 Causes rattles, dust and water leakage
- 6.4.3 Affects wheel alignment
- 6.4.4 Causes abnormal tyre wear
- 6.4.5 Steering may be heavy to handle
- 6.4.6 Steer difficult around corners

(4)
[40]

TOTAL: 200

**GAUTENGSE DEPARTEMENT VAN ONDERWYS
SENIORSERTIFIKAAT-EKSAMEN**

MOTORBAKHERSTELWERK SG

VRAAG 1

- 1.1 1.1.1 Dra 'n gasmasker.
1.1.2 Suigwaaiers is noodsaaklik.
1.1.3 Vars lug moet slegs deur filtreerders die sproeikamer binnekom.
1.1.4 Daar moet voldoende beligting wees.
1.1.5 Mag nie in sproeikamer rook of oop vlamme gebruik nie.
1.1.6 Voor sproeiwerk moet die sproeikamer deeglik skoongemaak word.
(ENIGE VYF) (5)
- 1.2 1.2.1 Daar mag geen gaslekkery voorkom nie.
1.2.2 Sweis met 'n sweisbril.
1.2.3 Silinders moet regop gehou word.
1.2.4 Moenie naby brandbare gasse sweis nie.
1.2.5 Dra veiligheidsklere. (5)
- 1.3 1.3.1 Petrol
1.3.2 Bloekomolie
1.3.3 Spesiale oplosmiddel (2)
- 1.4 1.4.1 Moet 'n goeie dekkingsvermoë hê
1.4.2 Kleur moet stabiel en permanent wees.
1.4.3 Moet maklik mengbaar wees.
1.4.4 Moet nie neig om te kraak nie. (ENIGE DRIE) (3)
- 1.5 **Roes**

Roes is 'n toestand waar metale in ysteroksied verander wanneer dit met water en suurstof gelyktydig in aanraking kom. Dit is die resultaat van 'n chemiese reaksie wat blink metaal in 'n nuttelose bruinkleurige oksied verander. Anode en katode speel ook 'n rol in die proses. (2)
- 1.6 Klinknaels word by die konvensionele onderstel gebruik omdat dit permanent is. Boute en moere kan na 'n tyd loswikkels. (2)
- 1.7 Vlambare materiale word gewoonlik geberg in 'n brandvrye of 'n geventileerde kamer. (2)

- 1.8 1.8.1 Goeie beligting
 1.8.2 Goeie ventilasie
 1.8.3 Geen olie of water op vloer
 1.8.4 Voldoende werkruimte
 1.8.5 Goeie huishouding waar alles 'n plek het (5)
- 1.9 Asetileengas is hoogs vlambaar en in die silinder, waar dit onder druk is, kan dit selfs ploffbaar wees en selfs gevaarliker. (2)
- 1.10 **Gereedskap vir bakherstelwerk**
- 1.10.1 Paneelhamers
 1.10.2 Vylhamer
 1.10.3 Rubberhamers
 1.10.4 Verskillende tipes en vorms teëhouers (dollys)
 1.10.5 Skroewedraaiers
 1.10.6 Verskillende vorms paneellepels
 1.10.7 Verstelbare bakvyl
 1.10.8 Soldeerbout
 1.10.9 Growwe vyl
 1.10.10 Elektriese skuurmasjien (5)
- 1.11 **Gereedskapveiligheid met handgereedskap**
- 1.11.1 Koppe en stele van hamers moet nie los wees nie.
 1.11.2 Gebruik altyd 'n vyl met 'n handvatsel.
 1.11.3 Moenie 'n beitel met 'n paddastoelkop gebruik nie.
 1.11.4 Moet skoon en in 'n goeie werkende toestand wees.
 1.11.5 Moet goed werk nie verslete wees nie. (ENIGE DRIE) (3)
- 1.12 **Voordat wielsporing gedoen kan word**
- 1.12.1 Kyk dat die stuurskakelings nie foutief of uitgeslyt is nie.
 1.12.2 Kyk of stuurkas werk en nie verslete is nie.
 1.12.3 Bande moet dieselfde grootte wees.
 1.12.4 Banddruk moet korrek wees.
 1.12.5 Grondhoogte moet korrek wees. (4)

[40]

VRAAG 2**Verf met 'n kleurlaag en deursigtige laag:**

- 2.1 Verwyder alle sierstroke en ligte. (1)
- 2.2 Verwyder stampers. (1)
- 2.3 Skuur oppervlak met 600 waterskuurpapier. (1)
- 2.4 Ondersoek vir enige duike en krapmerke. (1)

- 2.5 Was skoon en laat droog word. (1)
- 2.6 Gebruik deklint / maskeerband om areas toe te plak wat nie gespuit moet word nie. (1)
- 2.7 Gebruik 'n spesiale doek om stof asook statiese elektrisiteit te verwyder. (2)
- 2.8 Plaas motor in sproeikamer. (1)
- 2.9 Maak seker dat alle veiligheidsmaatreëls nagekom word. (1)
- 2.10 Voor sproeiwerk in aanvang neem, maak weer skoon met spesiale doek. (1)
- 2.11 Meng nou die basislaag, verharder en verdunner deeglik. (1)
- 2.12 Begin sproeiwerk bo die dak deur net 'n ligte laag te spuit met die droogsproeimetode. (3)
- 2.13 Wanneer die kleurbasislaag gespuit word, is dit dof. (1)
- 2.14 Ten minste vier lae kleurbasislaag moet gespuit word. (1)
- 2.15 Laat droog word vir ten minste vier ure – bak in sproeikamer. (1)
- 2.16 Wanneer droog, skuur liggies met 1500 waterskuurpapier af. (1)
- 2.17 Wanneer die hele oppervlakte behoorlik skoongevryf is, sal 'n dowwe oppervlak verkry word. (1)
- 2.18 Maak seker dat die deklint (maskeerband) steeds in posisie is. (1)
- 2.19 Maak weer skoon met spesiale lap om stof finaal te verwyder. (1)
- 2.20 Meng nou die deursigtige verf, verharder en verdunner volgens die liniaalmetode. (1)
- 2.21 Begin op die dak te spuit en bedek die oppervlak deeglik. (1)
- 2.22 Terwyl daar gespuit word, kom daar 'n helder glans te voorskyn. (3)
- 2.23 Wanneer klaar, laat vir ongeveer agt ure staan om droog te word. (1)
- 2.24 Die oppervlak word nou in die sproeikamer gebak. (1)
- 2.25 Trek die motor uit die sproeikamer en verwyder deklint en papier. (1)
- 2.26 Ondersoek deeglik vir enige defekte. (1)
- 2.27 Gebruik poleermasjien met politoer om blink te vryf. (1)
- 2.28 Sit al die onderdele wat verwyder is, nou terug. (1)

- 2.29 Onthou dat die basislaag nie te glad moet wees nie, omdat die deursigtige laag 'n klewerige oppervlak moet hê om te klou. (3)
- 2.30 Wanneer die poleermasjien gebruik word, moet baie versigtig gewerk word, want te veel op een plek kan die verflaag brand. (4)
- [40]

VRAAG 3

- 3.1 **Basiese gereedskap om gebuigde onderstel te herstel**
- 3.1.1 Die belangrikste item is die porto-kragtoerusting (2)
- 3.1.2 Verskillende hegstukke en kettings waaraan getrek of gestoot word (2)
- 3.1.3 Vloerankerplek (2)
- 3.1.4 Skuifstok of passer of selfs maatband (2)
- 3.1.5 Hoogtemeter of maatband (2)
- 3.1.6 Handgereedskap (2)
- 3.1.7 Sweisapparaat, suurstof en asetyleengas (2)
- 3.1.8 Hidrouliese domkrag (2)
- 3.1.9 Stutte (2)
- 3.1.10 Bedrewe werker wat die werk deeglik kan beplan en uitvoer (2)
- (20)
- 3.2 **Passing van 'n deur**
- 3.2.1 Wanneer 'n deur gepas moet word, is daar sekere afmetings wat getoets moet word. (2)
- 3.2.2 Toets die deuropening met die skuifpasser en vergelykende metode. (2)
- 3.2.3 Toets of die skamiere nie gebuig is nie. (2)
- 3.2.4 Pas nou die deur en maak met een skroef bo en een onder vas. (2)
- 3.2.5 Toets of die deurknip in posisie is. (2)
- 3.2.6 Toets of die gaping rondom die deur ewe groot is. (2)
- 3.2.7 Plaas ander bonte terug en maak deur vas. (2)
- 3.2.8 Toets weer om seker te maak dit pas. (2)
- 3.2.9 Gereedskap: skuifpasser, maatband, sterskroewedraaier en hamer (2)
- 3.2.10 Wanneer klaar, kan afronding gedoen word. (2)
- (20)
- [40]

VRAAG 4

- 4.1 **Lemoenskil:**
- 4.1.1 Verf te dik
- 4.1.2 Lugdruk te hoog of te laag
- 4.1.3 Spsitroer te ver van oppervlak
- 4.1.4 Verf het te gou droog geword (2)

4.2 Onegalige spuit

4.2.1 Verf te min

4.2.2 Vuiligheid in die tenk of die vloeistofnaald

4.2.3 Verf te dik

4.2.4 Sproeikop is los

(2)

4.3 Ou verf verwyder?

Dit is nie noodsaaklik dat ou verf verwyder moet word nie, maar dat die oppervlak baie deeglik geskuur en skoongemaak word voordat nuwe verf aangewend word.

(2)

4.4 Verfoppervlak word nie droog

4.4.1 Olie of politoer op die oppervlak

4.4.2 Moet weer deeglik skoongemaak word

(2)

4.5 Oppervlak skurf en sanderig

4.5.1 Spuitroer te ver van oppervlak

4.5.2 Verkeerde spuitmetode

4.5.3 Stof het op verf geval terwyl dit nog nat was.

4.5.4 Verf is te dun

(2)

4.6 Verfvloei

4.6.1 Te veel verf op een plek gespuut

4.6.2 Verf te dun

4.6.3 Spuitroer te naby aan oppervlak

4.6.4 Te koud vir sproeiwerk

(2)

4.7 Verf dof en wit

4.7.1 Oppervlak waar gespuut word, is te koud.

4.7.2 Vog is aanwesig in saamgeperste lug.

(2)

4.8 Afstand van spuitroer

4.8.1 Die afstand is 150 tot 200 mm van die oppervlak.

(2)

4.9 Skoonmaak van spuitroer

Die spuitroer word skoongemaak deur heelwat verdunner deur die spuitroer te spuit. Wanneer die spuitroer uitmekaar gehaal word, beskadig die seëls en sy eie smering word geaffekteer.

(2)

4.10 Verander

Om die verf se kleefvermoë te verbeter en te versterk en dit taai te maak, ook vir die droogproses

(2)

4.11 Warm krimping

- 4.11.1 Verwyder alle teer en seëlmiddels aan die binnekant en maak skoon (2)
- 4.11.2 Kies die regte gereedskap: oksii-asetileengasstel; hamer; teëgewig met selfde kurwe as oppervlak; blokhamer of krimphamer; standaard planneelhamer; water en nat lap. (5)
- 4.11.3 Maak warm met gasvlam op een kol tot rooiwarm in die middel van duik. Rooi kol ongeveer 17 mm in deursnee (2)
- 4.11.4 Die hitte moet net op die rooi kol gekonsentreer word. (1)
- 4.11.5 Moet nie vlam te naby hou nie, 'n gat kan gebrand word. Wanneer die vlam te ver gehou word, word 'n te groot area verhit (2)
- 4.11.6 Hou die teëgewig aan die binnekant en klop van buite na binne. (2)
- 4.11.7 Die hitte sal die rooi oplik en daarom word dit nou teruggeslaan. (2)
- 4.11.8 As die area te groot is, kan meer rooi kolle verhit word. (1)
- 4.11.9 Begin nou om af te koel van buite na binne. (2)
- 4.11.10 Afwerking met slypmasjien en vylhamer. (1)
- (20)
- [40]

VRAAG 5

5.1

- 5.1.1 Verwyder bagasiebakdeksel.
- 5.1.2 Slaan rofweg uit.
- 5.1.3 Klop duik verder uit, werk van die buiterand na binne met vylhamer en teëgewig. Gebruik ook die vylhamer.
- 5.1.4 Wanneer die duik uitgeslaan is, skuur area skoon vir gladde oppervlak.
- 5.1.5 As dit nodig is, kan bakvuller aangewend word en glad geskuur word.
- 5.1.6 Skuur die hele deksel af met 600 waterskuurpapier.
- 5.1.7 Was skoon en laat staan om droog te word.
- 5.1.8 Spuit 'n dun lagie onderlaag aan.
- 5.1.9 Volg nou op met nog twee lae onderlaag.
- 5.1.10 Skuur nou met 600 waterskuurpapier glad.
- 5.1.11 Meng nou die kleur volgens die liniaalmetode wat op die blik aangedui word.
- 5.1.12 Plaas deksel op staander.
- 5.1.13 Spuit eers aan die agterkant van deksel.
- 5.1.14 Laat droog word.
- 5.1.15 Spuit nou die buitekant met 'n dun lagie finale kleur.
- 5.1.16 Spuit nog vier lae verf.
- 5.1.17 Laat droog word vir vier tot agt ure.
- 5.1.18 Wanneer droog, skuur met 1500 waterskuurpapier tot glad en dof.
- 5.1.19 Gebruik 'n poleermasjien met poleerwol.
- 5.1.20 Finale afronding kan nou gedoen word. (20)

5.2 Glasveselwerk

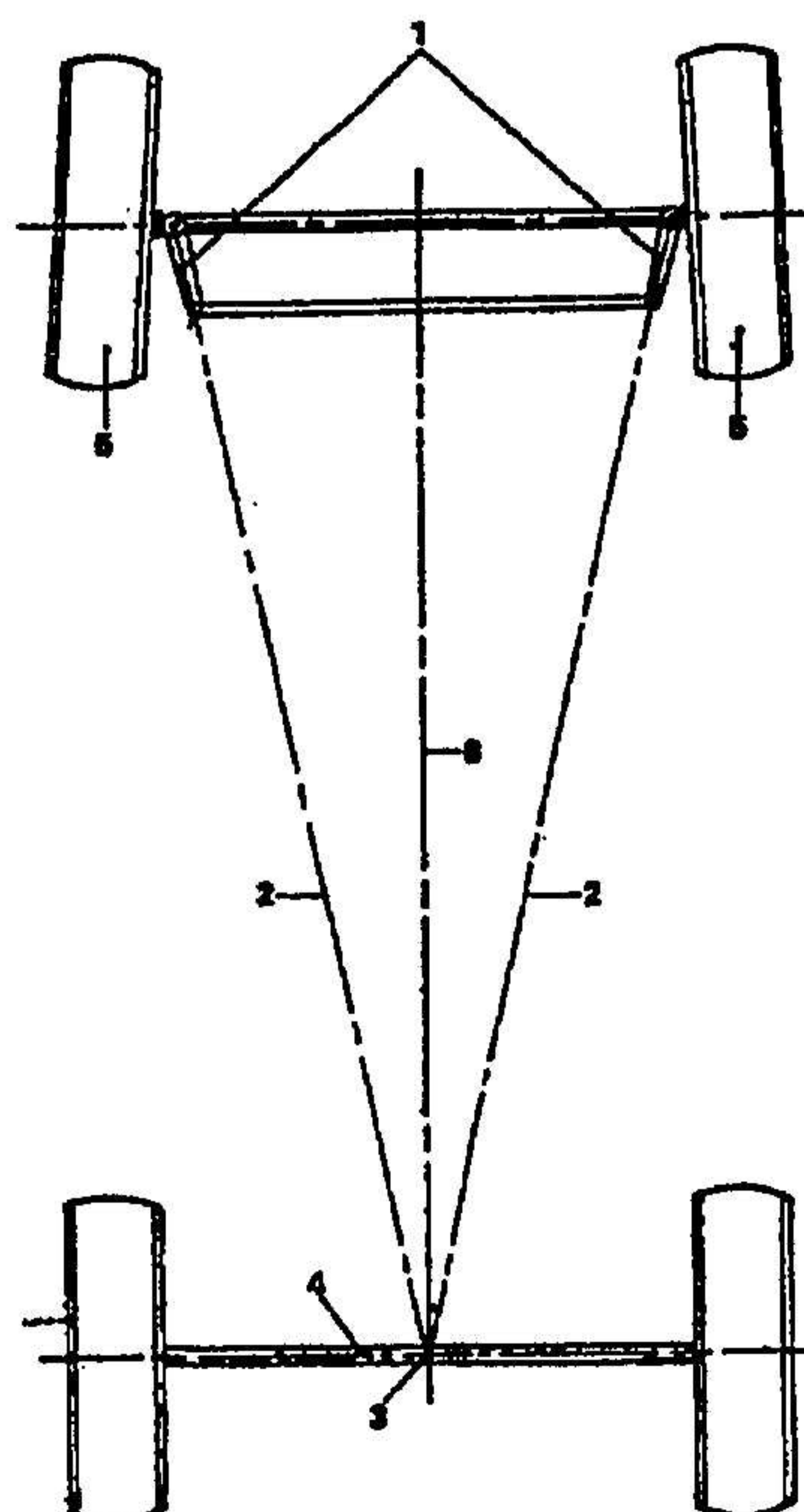
- | | | |
|--------|--|------|
| 5.2.1 | Skuur die krapmerk met 220 waterskuurpapier. | (2) |
| 5.2.2 | Daar kan nou veselglasgolf (resin) opgesit word, sonder mat. | (2) |
| 5.2.3 | Daar kan ook bakvuller gebruik word. | (2) |
| 5.2.4 | Laat droog word. | (2) |
| 5.2.5 | Skuur met 220 waterskuurpapier. | (2) |
| 5.2.6 | Skuur met 600 waterskuurpapier. | (2) |
| 5.2.7 | Was skoon en laat droog word. | (2) |
| 5.2.8 | Spesiale glasveselonderlaag word nou aangespuit. | (2) |
| 5.2.9 | Skuur glad met 600 waterskuurpapier en maak skoon. | (2) |
| 5.2.10 | Finale laag kan nou aangespuit word en finale afronding. | (2) |
| | | (20) |
| | | [40] |

VRAAG 6

6.1 Deur verf en herstel

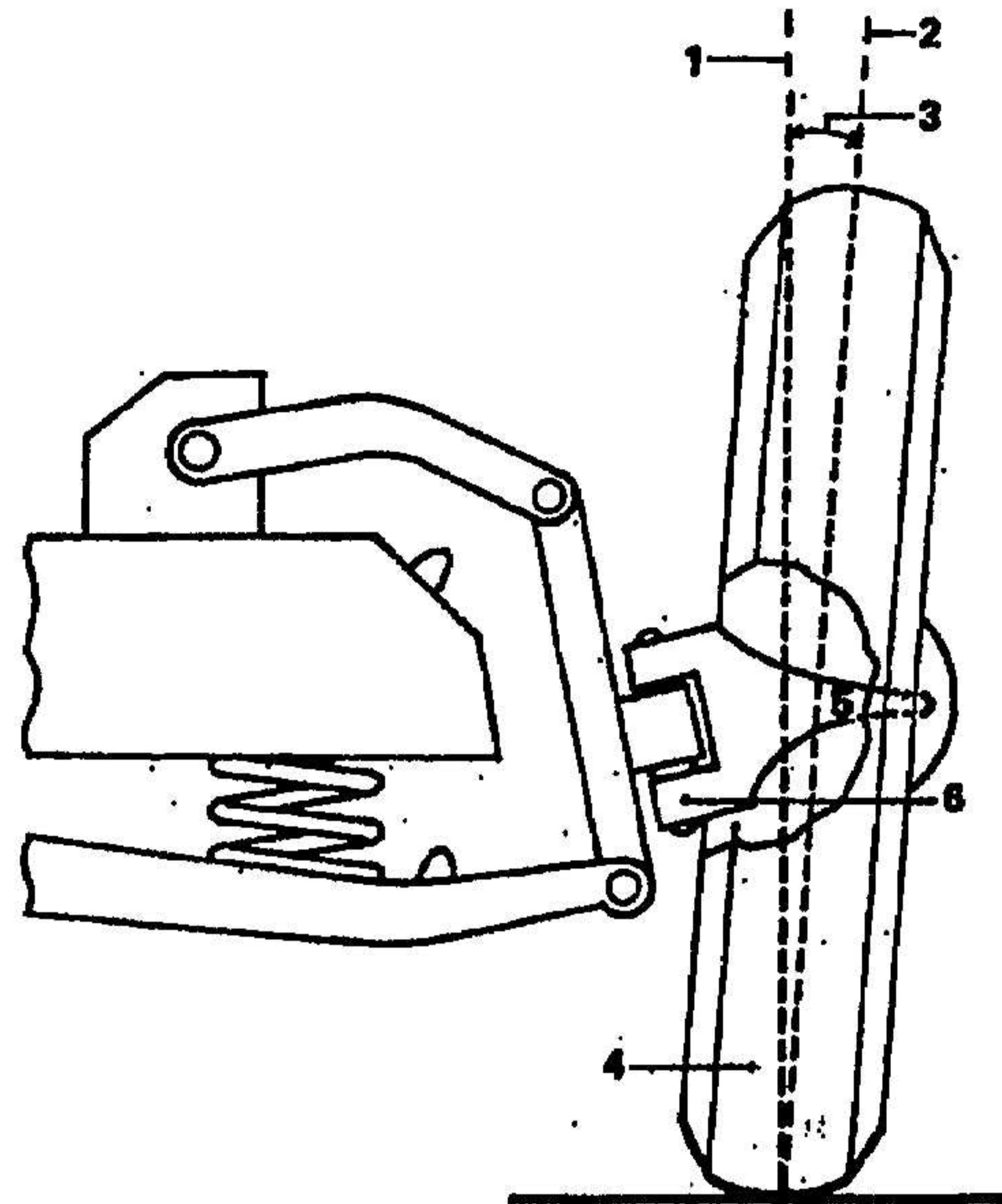
- | | | |
|--------|---|------|
| 6.1.1 | Skuur af met 600 waterskuurpapier. | (2) |
| 6.1.2 | Maak goed skoon. | (2) |
| 6.1.3 | Plak toe wat nie gevef moet word nie. | (2) |
| 6.1.4 | Spuit dun laagie onderlaag en laat droog word. | (2) |
| 6.1.5 | Kyk vir duikies of krappies en herstel. | (2) |
| 6.1.6 | Meng regte skakering verf volgens liniaalmetode. | (2) |
| 6.1.7 | Spuit eers agterkant. | (2) |
| 6.1.8 | Spuit die finale laag aan die voorkant en laat droogword. | (2) |
| 6.1.9 | Verwyder plakpapier en maskeerband. | (2) |
| 6.1.10 | Afronding met politoer of skuurmiddel. | (2) |
| | | (20) |

6.2 Skets die Ackerman-prinsiep:



(8)

6.3 Skets positiewe vielvlug



Skets (4)
 Hoeke (4)
 (8)

- 6.4 6.4.1 Verorsaak spanning op bakwerkdele
 6.4.2 Verorsaak geraas, stof- en waterlekkie
 6.4.3 Beïnvloed wielbalansering.
 6.4.4 Verorsaak abnormale bandslytasie
 6.4.5 Kan moontlik moeilik stuur.
 6.4.6 Kan moeilik om hoeke stuur.

(4)
 [40]

TOTAAL: 200