How to stop your car from rusting?

GERMAN PREMIUM QUALITY

fertan®

TO PROTECT, RESTORE, AND EXTEND THE LIFE OF METAL

RESTORATION GUIDE

Tank Sealer

If you‘re looking for a reliable tank sealer that will keep your fuel tanks in top condition, look no further than FERTAN Tank Sealer. This powerful sealer is perfect for steel and aluminum fuel tanks, petroleum or fuel oil tanks, ships‘ ballast tanks, and water tanks. No matter what kind of tank you need to seal, FERTAN Tank Sealer will get the job done right.

FERTAN Tank Sealer is also perfect for coating heavily loaded concrete floors. This tough sealer can stand up to the most strenuous industrial conditions and keep your surfaces looking great.

FERTAN is a family-owned company that started production in 1979. Working from a small one-room basement apartment, founder Siegfried A. Lang worked diligently to create his first product—a formulated protective chemical barrier. Siegfried patented his rust converter and sold it from the trunk of his car.

Over four decades later, FERTAN delivers the same high-quality German designed solutions that help prevent, reduce, or eliminate corrosion. We support our international customers with their corrosion-related projects—classic car, motorcycle, home renovation, body shop, and large-scale industry—marine, freight, agriculture, and more.

Our customers have diverse needs, and FERTAN has adapted to meet those needs. Whether you require corrosion control for some metal fixings, specialized products for your classic car, or a tailor-made solution for corrosion elimination and protection specific to your industry, we are here to help.

FERTAN products also protect large metal structures like tanks, trailers, and cranes. Our innovative team of engineers continues to stay cutting-edge by bringing superior products to market. There is no limit to how far our products go. FERTAN products are found traveling the globe—supporting equipment and components used in the original manufacture of central technology systems.

Our steadfast commitment to exceeding industry standards has made us one of the largest European manufactures in anti-corrosive solutions.

Now joined by his son Bjoern Lang, Siegfried has built a company on honesty, fairness, transparency, and trust. Customer communication is still the foundation of their success. Forty years later, they always put their customer first.

The secret to FERTAN's ongoing success? A reasonable price point plus innovative technology. FERTAN goes beyond surface rust, removes 100% of the deepest underlying rust, and offers longer-term corrosion protection for your specific applications.

Do you think our cars need to rust?

The question of whether or not your car will rust is one that many people have dealt with before.

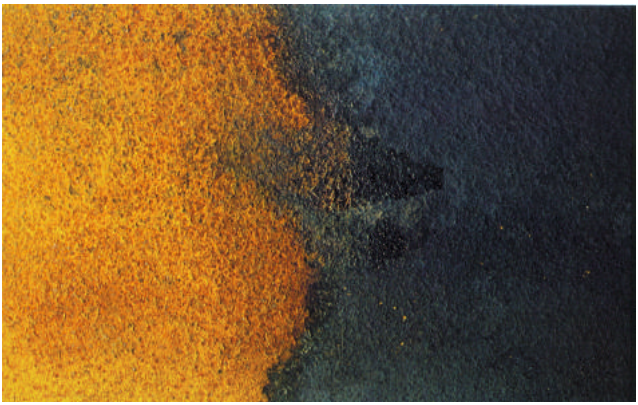
The question is allowed to be asked: What on earth is rust?

Many scientists have argued about this question and have unfortunately come to different conclusions. But for the sake of simplicity we will confine ourselves to rust in classic cars (i.e. to rust in objects constructed from metal), which serves our purposes here.

According to the theory of Witney and Woody, rust is an ionic problem, but the electrical theory of Walker is also more or less applicable. So the phenomenon of rust in iron or steel arises from the effect of ions and electrical charges or the voltage difference between areas of the metal surface. The fact that the ionisation of the metal releases electrons into the reaction mixture, which are absorbed by a water and oxygen system and then bind to hydroxide ions in order to yield a ferrous hydroxide (which we call rust), does not suffice to describe a

phenomenon which is made more complicated by other factors. In principle all of this should explain that the rust can't be considered, chemically speaking, as clearly defined and statically bonded to the iron, but rather as a heterogeneous and dynamic system that is constantly changing. But what can be done to counteract this heterogeneous and dynamic system so that it doesn't degrade the whole of the classic car?

From many scientific studies that were already carried out it is clear that it is as ever important to remove all pre-existing rust as part of the preparation of a long-lasting protective coating. This is to prevent the rust from continuing as a dynamic system, albeit a concealed one. So then how on earth do I get to grips with the rust, and how can I more or less economically conquer the whole thing? If we scientifically examine the inner surface of an old car, either a monocoque construction with many welded joints or 'only' a car with a chassis, in the rust we will find among other things, for example, soluble salts of iron, calcium carbonate, magnesium carbonate and calcium chloride. However, in the rust particles there are also dampness and atmospheric oxygen.
Even if a protective coating (whatever it is made from) is applied over this heterogeneous and dynamic layer, to bring the dynamic system to a standstill by the removal of the oxygen, it will only look successful on the surface. This is because embedded under this 'protective layer' there are trapped rust particles along with the dampness and oxygen, and these will simply have to rust further, albeit now more slowly. If you do this to your classic car, then you must be prepared to put up with these consequences sooner or later, and possibly have to sell it with a not-so-good conscience!



It is therefore absolutely vital to eliminate this heterogeneous and dynamic system completely before application of a protective coating. How to achieve this naturally depends on the areas to be derusted.

However we must differentiate between two possibilities:

1. Mechanical derusting
2. Chemical derusting

The mechanical methods have the advantage that with our modern technology such as dry ice removal a nearly perfect surface is attainable, which can then be covered with a high quality protective coating so that it can withstand corrosive attack in the long term. However mechanical removal of the rust layer is not possible in all places, as many people know from their own practical knowledge and experience.

To cut open a corroded box section with an angle grinder, to clean and derust it (but even then not between layers, joints, in corners, etc.) makes no sense. Furthermore the welding which is necessary afterwards creates new pollutants which are corrosive and reach the metal surface - where they are most definitely not wanted! In all these mechanically unreachable areas, only a chemical removal of rust will help to completely remove the heterogeneous and dynamic system.
With care, the body can be removed from the running gear, and all the constituent parts separated and dipped in a chemical bath. This can remove old filler, colours, underseal, cavity protection, etc., and can reveal the real state of the structure. With a very valuable classic this is certainly an undertaking to be recommended, especially when the economic outlay is later rewarded with a higher sale price!

But what if the 'normal' Beetle, Escort, Spitfire, or, what you have, doesn't justify such treatment on the grounds of cost?
In this instance, in order to remain within a normal budget, we need to assure the highest possible success with the lowest possible costs. A potentially successful way is to use chemical products for derusting and ideally for coating – i.e. a rust converter. When this is carried out immediately after the dipping, it can protect the body from atmospheric corrosion in the drying-out phase, and thus protect it.

to prevent atmospheric corrosion in the drying phase of the body. If the heterogeneous and dynamic system is eliminated in this way, the task of actual protection can be begun, and in the exterior body area this begins with the application of filler, primer and paint. In box sections, sills, A-, B- and possibly C-posts, bonnets, etc., the best possible protection is obtainable by applying several thin coats of wax. These should be applied at room temperature, separated by several hours or days, in order to allow tiny cracks and splits in the individual coats to close up, and to achieve a homogeneous and extremely stable final coating, which will protect these especially vulnerable areas for a long period. To sum up it can be established that mechanical derusting where practicable, and also chemical derusting (or a combination of the two), is the best solution for a longterm protection of metallic and previously corroded surfaces.

A modern rust converter has the advantage of removing the actual Fe3+ rust at the same time as coating the surface with a protective zinc phosphate layer, so that no new rust or atmospheric rust can form, either from water and dampness. It is vital to remove the water-soluble corrosive elements, e.g. salts, with water or wash them away.
Another way is to use chemical products for the derusting process, and ideally also for coating at the same time – in other words, a rust converter. This is often applied immediately after the dipping process,

FERTAN Rust Converter is a product proven over many years, which makes it possible to paint over previously rusted surfaces. Removing the rust mechanically is no longer necessary because FERTAN converts and removes it. It is also really effective in cavities. Mechanical rust removal and sandblasting can fail because only the loose rust is removed. Just by painting with Fertan Rust Converter, you can achieve a standard of rust removal exceeding SA 2.5 and enjoy considerable cost savings and environmental benefits.

What does FERTAN mean?
You can see some of the chemical formulae in the name, because
FER = ferrous (iron and steel) and
TAN = tannin.

What is FERTAN Rust Converter?
FERTAN is a water-based product that penetrates the rust, converts it chemically, and leaves 'bronzed' metal on the surface. It is essential that FERTAN doesn't cover the rust, like other products, but dissolves it. The resulting black powder can simply be washed off, and the layer which lies underneath is extremely well-protected by a new bond to the metal. It replaces the rust until it has formed a bond with the metal beneath. On the surface, it forms a compact layer – an iron/tannin compound that is insoluble in water and creates an ideal basis for further

coatings.

FERTAN can be used as a protective coating on lightly rusted metal, stubborn rust, and rust-free steel. Because FERTAN is water-based, it forces its way into overlaps and seams, double skinning, welds and joints, and even blistered paint, and then reacts. You can use it on both dry and damp metal. It is not damaging to rubber, chrome, plastic, glass, and undamaged paintwork. FERTAN only becomes active when it encounters metal or rust. Simply water can remove the rust converter from all other surfaces simply by washing it off. It is not damaging to health, either by inhalation or by contact. In addition, it is non-flammable and minimizes the environmental damage of rust removal. As long as the surface treated is also treated with a protective coating, the effectiveness of FERTAN lasts for years. FERTAN can be used outside in all weather conditions except for frost.

Instructions for use:
First, remove loose rust, grease, oil, and dirt with a brush, dry cloth, pressure water jet, or similar. Then apply FERTAN with a brush, roller, sponge, or appropriate spray gun attachment. After about 1 hour, dampen the treated surface (not necessary in damp conditions – e.g., cavities). Now allow FERTAN to work for at least 24 to 48 hours. Do not use in temperatures below freezing. Before further treatment, always clean the surface with water.
The prepared metal surfaces can be left from a few days to a maximum of six months before applying additional coatings. Before further treatment (e.g., painting), the surface should be rinsed with water, or the black dust arising from the conversion of the rust should be wiped off with a soft cloth.
A quart of FERTAN is sufficient for an area of about 130 sqft2. FERTAN can mark paler surfaces, so you should cover the surrounding areas. If using a spray, periodically wash out the spray attachment with water. FERTAN is a dark fluid with an aromatic smell, lightly acidic, and with a specific gravity of 1.18. On contact with skin, a simple rinse under running water is sufficient. Do not drink. In the closed container, FERTAN will keep practically indefinitely. Store Fertan in a frost-free place.

The 3 most important steps

1. Pre-Treatment
2. Rust-Removal
3. Rust Protection

1. Pre-Treatment

The FERTAN Rust Converter is a powerful and effective chemical that can remove all types of rust, even the most stubborn. To use this product correctly, you'll want first to make sure your metal parts are free from dirt, oil, grease, or silicone because if there's any present, it will prevent them from working 100%.

Attention: These silicone types often settle in metal pores. You should use a special remover to get rid of them so that your converter can work properly!

2. Rust Removal

The FERTAN® Rust Converter treatment is indeed very simple - especially if the surfaces have been cleaned beforehand. But in cavities, for example nothing works without a compressor and cavity gun with 360° nozzle. You will find corresponding guns at the end of this brochure. There you'll also find specific instructions on how to preform each area's specific task. For further questions about your restoration needs feel free contact one our experts today!

3 . Pre-Treatment

The best protection for previously corroded parts and cavities is a coating of the highest quality protection of the metal can only be guaranteed if optimal after-treatment is used, which means using materials of the highest quality.

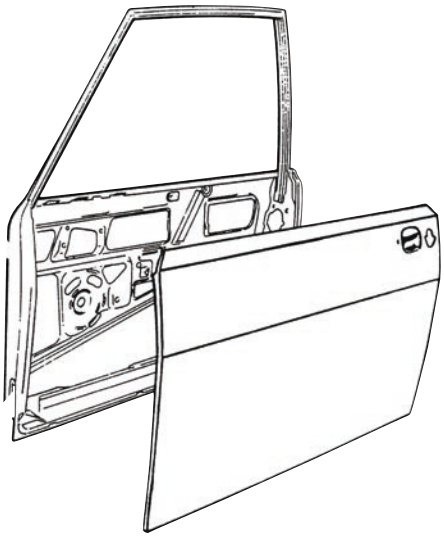
In order to protect cavitis and box sections, the material must penetrate between folds and layers to prevent corrosion. If wax or grease is used as final protection, it should be applied under pressure to ensure that all surfaces are coated. However, materials that cure and harden should not be used because they can distort the panels over time.
There are two types of high-quality flexible wax or grease: FERTAN Cavity Wax and FERTAN Corrosion preventative Grease.

The type of treatment for an underbody will depend on how it's going to be used. A car that only sees summer weather has different demands than one with all year round use.

FERTAN's Stoneguard Protective Underseal and Underbody Protection Wax are designed to provide a stable base for your vehicle, whether you drive in the winter or summer. The two products work together as an ideal solution. The use of products containing bitumen or tar is not recommended because they become brittle over time, causing new corrosion.

Removal of Rust and Corrosion in folds and seams

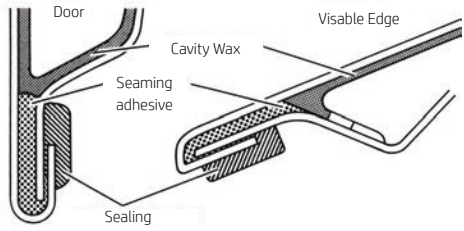
The first step is to prepare the outer areas of the seam. The surface needs to be smooth so that the following treatments will look good. If there are any rust holes or pinholes, they need to be treated after the seams have been fixed. This is because if you treat them now, it might create problems when you apply filler, etc.
There are two reasons why you should remove the inner lining of door seams. First, it is easier to work with. Second, soiling of the lining can be avoided.

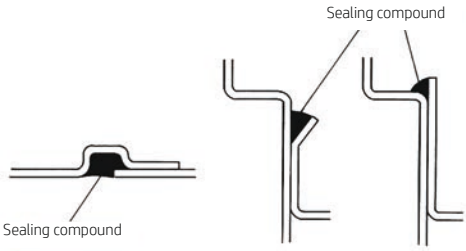


FERTAN Rust Converter is sprayed onto the inner seam with a spray gun. The converter will partially penetrate the seam and come back out on the outside or at the lower part. To avoid any stains, wash off any residues of the FERTAN rust converter with water as soon as possible.

FERTAN should be allowed to react in the seam for 24 hours. After that, rinse the seam with plenty of clear water. You can also use a spray gun.

The water as well as dirt and dust run off through the water drain holes, which must be open.

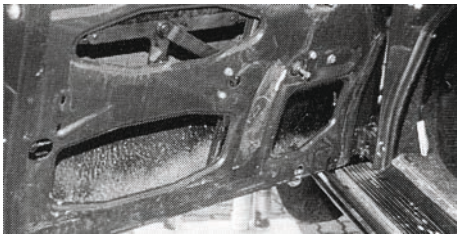




If you want to fix cavities in hoods and doors, you will need a cavity gun. If you have a cavity pressure cup gun, that is even better. There are often small cavities on doors, hoods, trunk lids, etc., that cannot be reached with a normal gun. First spray FERTAN Rust Converter into the cavity using the hand gun with its smaller wand. After rinsing and drying, use FERTAN Cavity Protection Wax or FERTAN Corrosion

Removal of Rust and Corrosion in folds and seams

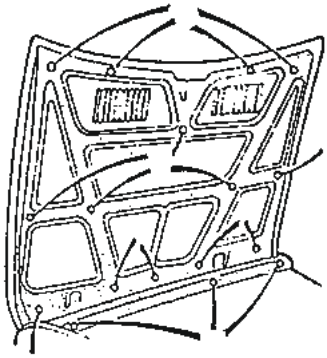
Preventative Grease from the spray can. Wipe off excess and leaked wax or grease with a solvent-based cleaner or the FERTAN Industrial Strength degreaser.



Make sure you open the water drainage holes after treatment with wax or grease. This will allow water to drain off, for example from the window well.

If you have any rusty parts on the inside of your door, like on the window lift or lock, you can clean them using Rust Remover in a bath. Once they're clean, spray on a thin layer of Multi Metal Coating, wait 48 hours, and then spray on a thin layer of Underbody Protection Wax. You should also do this to the inside of the door leaf. This wax is not sticky and will not cause any problems if you need to do more work on the door. Underbody Protection Wax is also water resistant, which means that water flowing into the window well will not cause any further corrosion. If your car does not have a door trim, the Rust Inhibitor is the best solution.

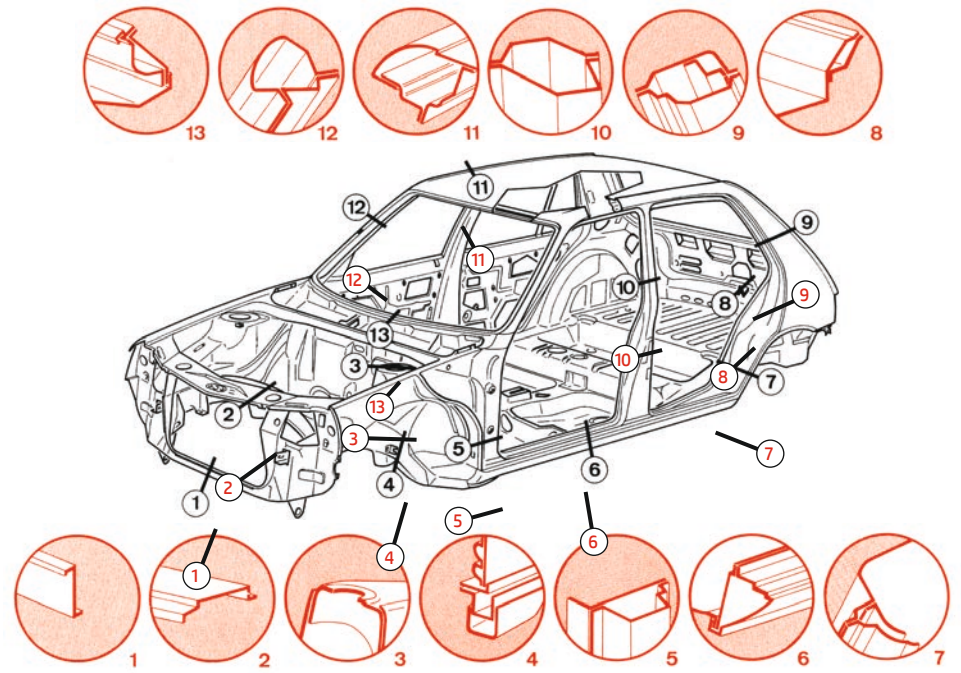
If your door panels have corrosion, you can treat the external areas with a thin layer of FERTAN Epoxy Primer or Multi Metal Coating. This will help to prevent flash rust and protect the surface, even if the restoration takes a long time.



Rust Removal in cavities and box sections

Rust and corrosion can be found in cavities of the car body and other metal structures. In order to get rid of it and prevent it from happening again, we need to understand why it happened in the first place. Only with a clear diagnosis will we be able to take action and fix the problem.

Moisture and salts combine to form an acid that damages metal over time. The damage gets worse when the car is used in winter on roads with fertilizer.



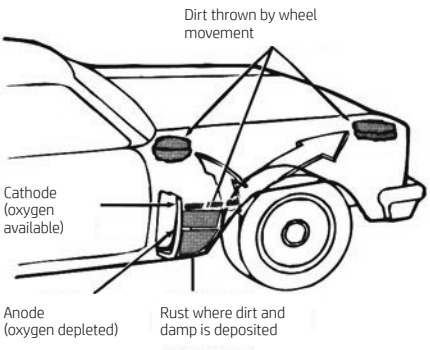
Why does corrosion happen?

Corrosion is caused by a chemical reaction that gets worse over time if you don‘t take steps to stop it. The electro-chemical process starts by dew formation inside and by condensation water deposited on the metal surfaces.

Some vehicles have a design that causes dirt to be thrown up and become lodged. This dirt then hardens and causes corrosion when the vehicle gets wet again. Research has shown, that box sections and cavities usually have high levels of humidity. In these areas, the temperatures in summer can reach nearly 190°F / 90°C. When the temperature drops at night, the humidity will increase. This means that box sections and

Rust Removal in cavities and box sections

cavities must be considered as being damp or even wet all the time, day or night.
This often affects classic cars, because they were not made with corrosion protection in mind. This means that welds and seam overlaps are often the critical weak spots. This deficiency in corrosion protection during the construction of the vehicle cannot be fixed later on, because it is inherent to the design.

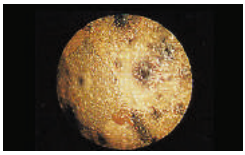


If you want to clean and derust the box sections of a car, it is only possible if all the cavities are opened up. This means that the welds will also have to be repaired, which creates new problems because the new welds are unprotected.

Sealing an already-rusted box section using protection like paint or underseal will not stop the rust from continuing to damage the metal. In fact, it will just trap the rust and the damaging chemicals inside, making the problem worse in the long run. You need to remove the rust and the damaging chemicals from the car body before you do anything else.

This is very important so that you can see what condition the bodywork is in, and so that you can replace any sections that are heavily corroded.

It is useful to look into box sections with an endoscope.



If the body of the car is in good condition, then rust removal and treatment with FERTAN Rust Converter is necessary as a preparation for the final cavity protection.

To achieve this, the product should be injected into all the box sections by means of a cavity injection gun and a 360° probe. Take care to ensure that with a cavity pressure gun the pressure is kept at 100-130 PSI (7-9 bar) and that with a cavity suction gun it is at 40-58 PSI (3-4 bar).

You should only use a hand spray gun on doors, bonnets, etc., because it can only be used with a maximum pressure of 17-21 PSI (1.2-1.5 bar). This is not enough pressure to atomize the FERTAN Rust Converter in normal box sections.

Please note, that the product must go into all the small areas, like the seams and double-skinned areas, in order to work well.

On vehicles with loose flakes of rust that peel off and lie on the base of the box sections, two applications of FERTAN Rust Converter are recommended because the Rust Converter must sufficiently loosen these flakes that they can later be removed by rinsing with water. Apply the FERTAN Rust Converter in the cavity and let it react for at least 48 hours at room temperature. During this time, the vehicle can be used normally. If temperatures are lower than 68°F (20° C), like at night, the reaction time allowed should be doubled. FERTAN should not be applied at temperatures below 42°F (5° C).

Rinsing

After the reaction time has elapsed, rinse the box sections and cavities thoroughly with water. For every quart of FERTAN Rust Converter used, use around 15 times of water. Operate the pressure gun at 85 PSI (6 bar) and the cavity suction gun at 55PSI (4 bar). Make sure to not park the vehicle on a pale surface, like tiles or paving stones, because the run-off water will stain them.

Now spray the FERTAN Rust Converter into the still damp box sections as described previously, and allow to react again at 68°F (20° C) for at least 24 hours. Again, the vehicle can be used normally, and the reaction time can be stretched to 6 months without any problem.

It is important to rinse the box section with clean water once more before applying the protective wax. This treatment may seem like a lot of work, but it is necessary in order to remove all of the rust and damaging chemicals and to protect the box section from new corrosion.

Rust Removal in cavities and box sections

Operation

Here we will explain how FERTAN works, specifically in box sections and cavities. The product has three main components that work together to remove any Fe3, rust, mineral salts, and acids. The metal is exposed and gets a zinc phosphate coating at the same time. This is then protected by an Fe3-free tannin complex. This layer is insoluble in water and protects the metal for at least six months. During this time, you should protect the metal by treating it. To remove rust, pollutants, and other damaging substances, rinse the cavity or box section with water. You should use about 15 qt. of water to rinse FERTAN Rust Converter off for every quart that you use.

The water used to rinse the box section can‘t cause any new corrosion, because a layer has been created on the surface of the metal that doesn‘t dissolve in water. It‘s also important to remember that running water makes the electrolytes thinner and they run off with the rinse water, which noticeably slows down the rate of corrosion.

Please dispose of rinsing water in an environmentally responsible way after use.

Holes

If you want to treat the box sections and cavities on your car with a cavity gun, all of the water drain holes must be open. If they are blocked, covered with underbody protection, or not present, new holes should be made in areas that do not affect the appearance or integrity of the bodywork. When drilling the holes in your box section, please first make sure you have the right size sealing grommets. corrosion later on.

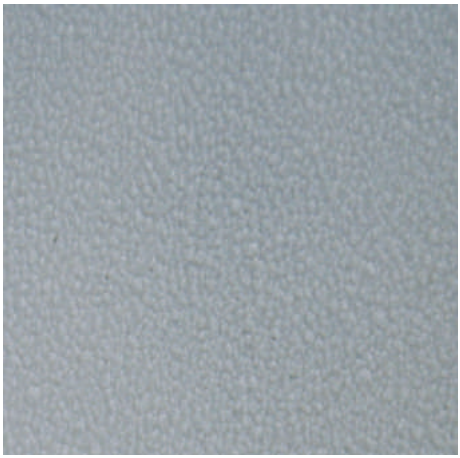
Drill the holes using a drill bit that has been coated in grease, to prevent any swarf from entering and causing corrosion later on. Drill the holes so that all the cavities are accounted for. Make a note of it on paper to make sure it is done correctly. If there is a box section plan from the manufacturer, use it as a guide. To make sure that all the water is out of the seams and low points, raise the car with a jack (e.g.) and let the water run out. Once all the water is out, you can coat the surface with FERTAN Cavity Wax.

Final Protection

When you are applying the final protection materials to box sections and cavities, it is important to remember some things.

You should only apply the final protection materials at temperatures over 68°F (20°C). This applies to both the body of the car and the material itself. When you are applying a cavity wax, please follow the instructions on ‚Wax Treatment'.

The following pictures show cavity protection wax being applied in several thin layers.



Protective wax application

The best way to apply protection in cavities and inside boxes is by using grease or wax. The optimum cross-linkage of the protection material, adhesion to metal and creepability will be achieved at room-temperature, ca. 18 – 22 °C / 68-70° F . After de-rusting by FERTAN Rust Converter the protection should be done at a warm time of year or at the requested temperature.

FERTAN Cavity Wax

Protection wax should be applied in thin layers, about 2-12 hours apart. This will allow the solvent to evaporate. This will cause any microscopic cracks in the wax to close. As a result, the wax will be more resistant.

FERTAN Cavity Wax contains additional resins so the coating will not slump after setting and will adhere perfectly to vertical parts. The application can be done by cavity suction gun or cavity pressure gun. The pressure for a cavity suction gun should be about 105-130 PSI (7.5 – 9 bar), for a pressure gun 50- 72 PSI (3.5 – 5 bar).

Cavities should be inspected every 5-8 years, depending on how often the vehicle is used. If necessary, the coating should be refreshed.

Rust Removal on body parts

There are a few things to keep in mind when removing rust from exterior bodywork areas: More than 80% of rust on car bodies starts from the inside and spreads to the outside.
This is why it is important to remove rust sustainably from the inside of cavities. If you do not, the rust will progress and destroy the outer metal layer.
1. If rust is present on external surfaces, the body must be thoroughly cleaned before treatment with FERTAN Rust Converter. It is important that any residues of old care products that have penetrated the paint layers are completely removed. If you can't use a degreaser, you must sand down the old paint layers to the metal. You have to do this before you put on the FERTAN Rust Converter. If you don't, subsequent sanding will destroy the protective layer of the FERTAN Rust Converter.

2. To remove rust from the body, even in the pores, a thin layer of FERTAN Rust Converter is applied with a brush or by spray. Before painting the body, it must be cleaned with water. A sponge helps to do this, but no tools should be used that could damage the surface. After drying, only a thin layer of FERTAN Rust Converter will be visible. Some areas may look completely bare; this does not affect the effect of FERTAN Rust Converter.

3. The bodywork treated in this way can now be finished by applying a coat of paint. The paint should be applied according to the instructions of the respective paint manufacturer. The use of the FERTAN Epoxy Primer or EP Filler has proven to be particularly effective as the first coat.

4. Attached body parts, like bolted fenders, need to be treated with epoxy primer at the assembly areas.

CAVITY RESTORATION

STEP 1

CLEANING

Thoroughly wash the inner parts of the cavity with water.

Thoroughly remove the small particle residue and dust.

STEP 2

RUST CONVERTER

Optimal Temperature:
55°F - 95°F

How to Apply?
Pressure Gun with 360° Probe
50-60 psi

Curing Time
min. 24 hours

Do Not
Touch treated surface
Sand treated surface

STEP 3

CLEANING

Thoroughly wash the inner parts of the cavity with water.

Use cavity pressure gun
50-60 psi

STEP 4

CAVITY WAX

Optimal Temperature
55°F - 95°F

How to Apply?
Suction feed gun with probe
58-116 psi
Cavity pressure gun with probe
43-65 psi

Drying Time
2-6 hours

Optional:
Repeat the application after 2-12 hours for best results

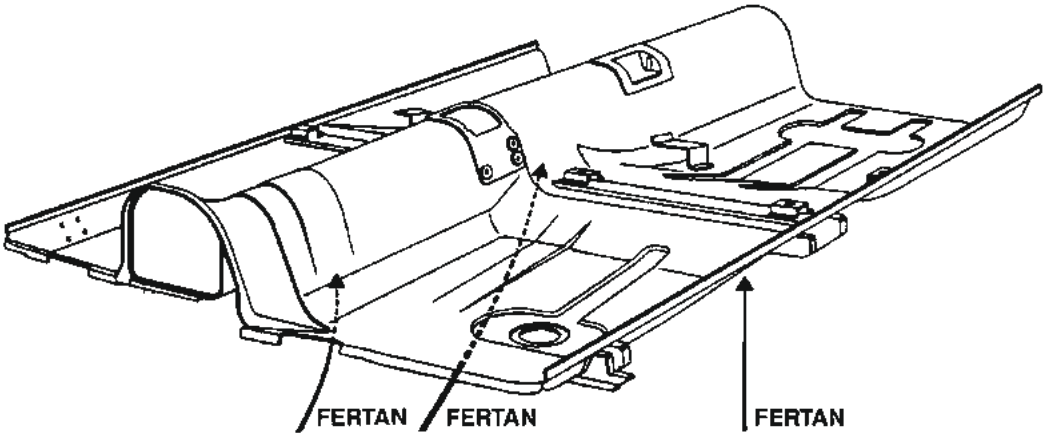
Color
Transparent / White

Removal of corrosion from the underbody

1. The chassis should be cleaned of any dirt, dust, oil, grease or silicon. This can be done with a pressure washer.
2. FERTAN is then applied to the chassis while it is still wet, by means of a spray gun or possibly a Schutz gun, at a pressure of approx. 14- 40 PSI (1-3 bar). The remains of the old underbody protection should be removed as far as possible. This also applies to the remains of PVC treatments, which are often used in the area of engine mountings.
There are some treatments and layers which can be left on the car's underbody. This is because in general, there is no corrosion there. However, it is important to check that there are no areas where the rust has lifted the paint and gone underneath it. When restoring a classic car, it is always recommended to completely remove the old underbody protection.

The FERTAN Rust Converter should be allowed to work for at least 24 hours. During this time, the vehicle can be used as normal, except on roads treated with salt.

3. If possible, within 6 months of applying the FERTAN Rust Converter, the chassis should again be thoroughly washed with water and protect with either FERTAN Stoneguard Protective Underseal or Underbody Protection Wax.
If final underbody protection is not being used, the FERTAN-treated underbody will be protected from further corrosion by the iron-tannin treatment for a period of 6 months.



Coating of the rust-free underbody

First of all, the user should be aware what demands will be placed on the underbody of the vehicle in the future. Only then can the chosen coating produce the desired result, and the restored vehicle be given long-term protection. On vehicles which are only used in summer or which are used primarily for shows, it is often wished to paint the underside in (e.g.) body colour. This paint coat can be very effectively protected by a clear wax, FERTAN Rust Inhibitor.

This layer is also suitable for painted suspension mountings, steering parts, etc..

However, it is not recommended for vehicles which are used all year round and are exposed to water and fertilizer during winter time. Here, a more durable coating must be used.

If you want to treat the corroded underbody with FERTAN, you first need to rinse it with water. If possible, use a pressure washer to do this. After that, you can put on the appropriate coating depending on your individual situation.

There are 3 different options:
a) Painting in color, here priming and painting is done according to the paint manufacturer's instructions on the FERTAN Rust Converter layer and then a wax is applied as a finish.
Note for painted undercoats:
Apply underbody protection wax only in a very thin layer from the spray can provides best protection and perfect appearance.

b) If you have higher requirements, such as for all-season vehicles, you should first apply FERTAN Stoneguard Protective Underseal over the FERTAN Rust Converter coat. This can easily be painted over in the desired color.

c) If painting is not required, there are several possibilities to protect the underbody perfectly. You can use FERTAN Stoneguard Protective Underseal, a resin-based stone chip protection, or Underbody Protection Wax.

If your car is designed to twist, for example if it is a convertible, you should use a non-hardening protective coating such as FERTAN Underbody Protection Wax. This will prevent cracks from happening for many years, even if the car twists a lot. If the coating cracks, it could lead to new corrosion.

UNDERBODY RESTORATION

STEP 1

RUST CONVERTER

Sand & thoroughly wash the underbody with water.
If possible use silicone/grease remover to make surface oil free.

Optimal Temperature
55°F - 95°F

How to Apply?
Brush / Spray

Curing Time
min. 24 hours

Post Application
Wash surface with water. Let it dry
Do Not
Touch treated surface
Sand treated surface

STEP 2

WASH

Thoroughly wash the underbody with water.
Use high pressure water if possible.

STEP 3

STONEGUARD PROTECTIVE UNDERSEAL

Optimal Temperature
55°F - 95°F

How to Apply?
Underbody Gun / Schutz Gun
approx. 45 PSI

Drying Time
60 min. at 55°F

Color
Black

STEP 4 (optional)

UNDERBODY WAX

Optimal Temperature
50°F - 77°F

How to Apply?
Gravity feed gun
43-87psi
Suction cup gun
87-137psi
Film Thickness
400-600 µm wet - 200-300 µm dry

Drying Time
4-6 hours at 68°F

Curing Time
72 hours at 68°F

Color
Transparent / Brown

TANK RESTORATION

Fuel additives, such as ethanol, corrode steel and aluminum tanks on motor vehicles and boats very quickly. In order to prevent this in the long term, a protective coating inside the tank is necessary.

Please wear appropriate protective clothing during all work steps.

Degreasing is the first step to removing deposits. To do this, empty the tank and dismantle it. Please store any fuel carefully or dispose of it properly. Then rinse the tank thoroughly with water.

Then, depending on the size of the tank, pour the FERTAN alkaline cleaner into the tank, shake and rotate the tank to dissolve any remaining residue, and allow this cleaner to react for several hours. You mix the cleaner with water (max. 1:8).

Collect the cleaner that was drained off. You may have to do this more than once, especially for tanks that were used with a two-stroke mixture. The collected cleaner can be used again for this purpose without any problems.

If the alkaline tank cleaner is very dirty, you can clean it by filtering it (with a coffee filter).

When the cleaning of the tank is finished, rinse it very thoroughly with running water. Use FERTAN Rust Converter while the tank is still wet. This further increases the creeping ability of the product.

To avoid damaging the tank or other parts of your sink, always place the FERTAN Rust Converter product on a soft surface. Do not let the product or rinsing water flow over light-colored stones, slabs, or interlocking stones, as it can stain them.

Depending on the size of the tank, add FERTAN Rust Converter to the wet tank. Now completely wet the inner surface of the tank with FERTAN Rust Converter by turning it over. It is essential to ensure that (motorcycle tank) the frame slope running through the tank or, in the case of other tank shapes, any baffles present, are also reached - then allow the liquid to drain completely into a container.

Now allow the tank to react at room temperature (68°F / 20°C) for at least 24 hours. This will ensure that all of the oxide is removed. Then rinse the tank thoroughly with water until no black particles are visible in the water.

Clean the tank cap, fuel tap, and so on with clean water as soon as possible. Remove any splashes on the painted outer surface with water. If the tank is going to be repainted, this step is not necessary. The method described has now achieved complete rust removal while still being gentle on the material. After drying, the tank is completely rust-free.

If you need instructions for other types of tanks, please request them free of charge! We have instructions for fuel oil tanks and ship tanks, among others.

TANK RESTORATION

Before you coat your tank, make sure to degrease and remove rust. The coating will adhere better to a clean surface. In the following work, we will seal the tank with a 2-component epoxy coating that is resistant to fuel and ethanol.

Before starting the work, please remember that the Tank Sealer is an epoxy resin that dries and cures by absorbing oxygen. In order for it to dry and cure properly, it's necessary to bring air into the tank.

CAUTION! Do not use electrical devices (hair dryers, etc.) to supply air, as the escaping solvent can form an explosive mixture! No open fire - do not smoke - ensure good ventilation!

Coating:

Open the can of component 1) and stir the resin to a viscous but homogeneous mass. Now open component 2 first and add the contents completely to container 1 and mix both products to a thin, lump-free liquid. (A small mixer with cordless screwdriver is very helpful for this).

The original can can be used to mix both components.

To avoid contaminating the paint, cover the outside of the tank with masking tape and a cloth. Make sure to remove the petrol tap and plug the hole so no paint gets out.

Now apply the fuel-resistant 2-component coating to the rust-free and dry tank.

Pour the mixed liquid into the dry tank and close all remaining openings. If you also want to use the original tank cap for sealing, underlay it with a sturdy plastic film to prevent soiling on it and also prevent clogging the tank vent. TIP: A small foam ball also fits well.

Now carefully coat all inner tank surfaces with the product. Rotate, turn, and shake the tank to make sure the product coats all of the surfaces.

Then carefully remove the tank cap and allow the excess product to run out of the drain into the original can. Wipe off any splashes on the outer surface with a nitro/universal thinner. Do not let them dry. Store and ventilate the tank with the largest opening facing downwards. This will allow the evaporating residues of the solvent to escape from the largest opening stored downwards. Make sure you direct a constant air flow of approx. 2.9 PSI - 5.8 PSI (0.2 to approx. 0.4 bar) into the tank via the drain opening (gasoline tap) for at least 240 minutes. The air flow will be different depending on the design of your tank. You should feel a light air flow at the tank outlet. Be careful not to set the pressure too high, or the coating will be damaged during drying.

Proper curing of a 2-K epoxy coating requires an adequate oxygen supply.

WARNING! The escaping gas-air mixture can also

be explosive, therefore do not use open fire, do not smoke and ensure good ventilation of the workplace.

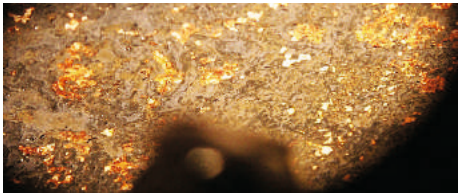
Do not use any electrical equipment! (Ex.: Use of a compressor with pressure reducer).

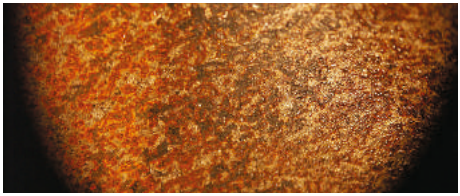
Please note that the supply of air and oxygen is necessary for the curing of the epoxy resin, as there is no sufficient air exchange in a closed structure such as a tank. However, EP resins can only cure completely by absorbing oxygen.

TANK RESTORATION

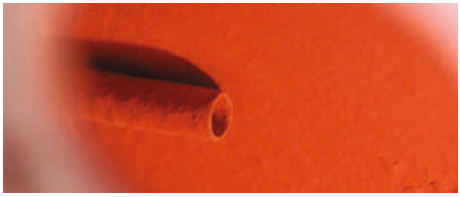
The tank should be allowed to cure for 72 hours (3 days) at 68°F (20 °C) before it is refilled with fuel.

Additional note:
Please remove any splashes or stains immediately with thinner (nitro/universal thinner).


Tank with corrosion and sediments


After the cleaning

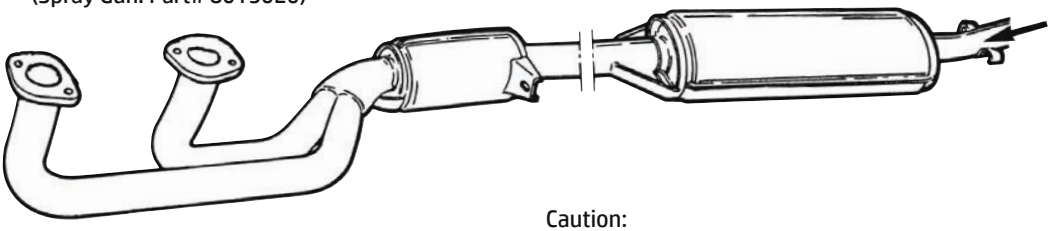

After FERTAN rust removal


After the final coating

Rust in Exhaust systems

Expensive exhaust systems often rust from the inside out. This happens when cars stay at the dealer's lot for too long, or when they are kept in exhibition halls like classic cars. Even if a car is parked inside in a garage during winter, the exhaust system can still rust.

1. FERTAN Rust Converter can be sprayed into the rear muffler using a thin probe. Here, the probe is inserted between the baffles as far as possible into the muffler and sprayed with FERTAN Rust Converter while slowly pulling out.
(Spray Gun: Part# 8015020)



FERTAN Rust Converter is water-based, so it creates a corrosion-inhibiting solution by bonding with the water that accumulates. This prevents rust from spreading.

2. FERTAN Rust Converter is non-flammable, so you can start the engine at any time without causing any damage. The effect of FERTAN Rust Converter will not be affected if the temperature in the muffler does not exceed 752°F (400°C).

3. FERTAN Rust Converter can only be used on other exhaust parts if they can be coated mechanically, like with a wand. Drilling of any intermediate pots is not recommended.

Caution:
FERTAN must not enter catalytic converters.

Removal of rust in outer bodywork areas, chassis and chassis frame parts

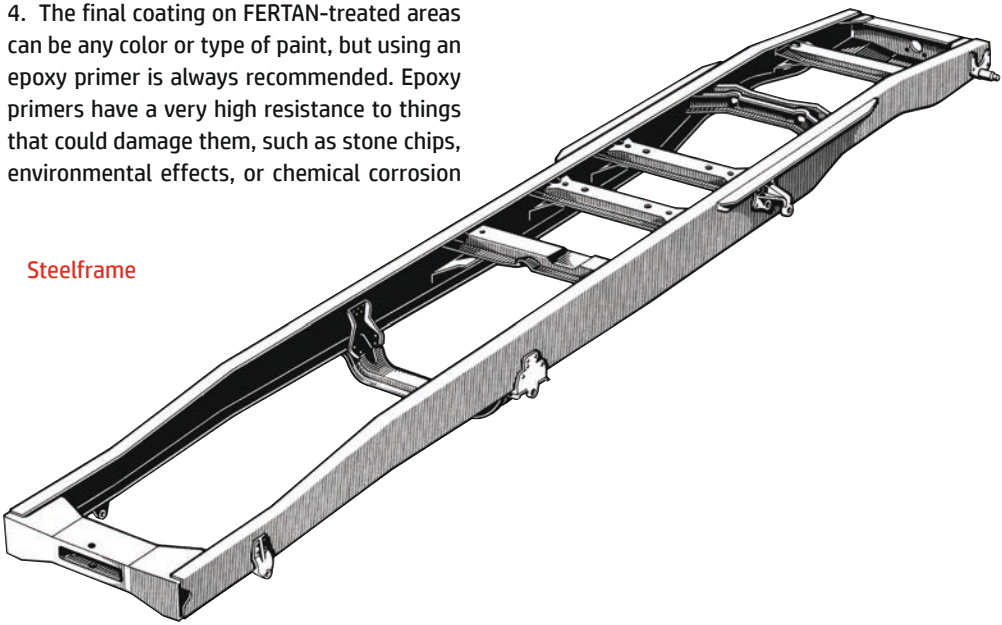
1. Clean the chassis of all rust and dirt. Be careful to remove all traces of oil, grease, and silicon. A high-pressure cleaner is recommended for this purpose.

2. FERTAN is applied to the still-damp chassis by means of a brush, roller or spray at low pressure (approx. 1-3 bar). In hollow and box sections FERTAN should be sprayed into the inner surfaces, if possible with a probe or 360 deg spray nozzle. FERTAN should be allowed to work for at least 24 hours in these areas, and during this period the vehicle may be used as normal.

3. Before the final protection is applied, if possible within 6 months of the application of FERTAN, it is important to spray the chassis frame again thoroughly with water.

4. The final coating on FERTAN-treated areas can be any color or type of paint, but using an epoxy primer is always recommended. Epoxy primers have a very high resistance to things that could damage them, such as stone chips, environmental effects, or chemical corrosion and dampness.

5. As FERTAN does not attack plastic, rubber, copper, etc., it is not necessary to dismantle wiring looms or hydraulic and brake lines. The procedure described above offers a considerable cost saving over the practices used hitherto, such as sandblasting, and a result of at least equal effectiveness is achieved. Experience shows that chassis frames derusted with FERTAN are protected against new corrosion for considerably longer than shotblasted ones.



Steelframe

Derusting windscreen/ window frames

Rust can build up on older vehicles under the windscreen and window frames. This is often caused by dampness, as well as aggressive chemicals from the atmosphere. The first thing to be damaged is the paint layer, followed by the protective coatings underneath. In some cases, the phosphate coating may also be removed. The problem of corrosion will get worse if it is not stopped. It is easy to see this problem when there are brown stains on the car from the window frames.

Unfortunately, in the case of modern bonded windscreens, these signs are not always visible. The damp remains, causing corrosion in the seams.
By the time this happens, the protective layers situated behind the window frames are already destroyed and must urgently be replaced if greater rust-through is to be avoided.

Please treat these areas as follows:

1. Remove glass.
2. Remove all traces of any remaining sealant.
3. Mechanically remove superficial rust as far as possible.
4. Thoroughly clean surface with a degreaser please do not use any other product, in par ticular NO mineral products).
5. Apply FERTAN Rust Converter with a small brush to the affected areas and allow to re act.
6. After the FERTAN Rust Converter has been allowed to react, clean the surface with wa ter, but do not allow run-off of FERTAN or water to dry on the bodywork (to avoid marking the paintwork).
7. After drying treat the area with appropriate coatings, primer and paint, and reattach the glass.

The process of removing rust and protecting the metal with paint will help to keep it looking good for a long time. The protection will last as long as the paint or coatings used remain stable.

Removal of rust in outer bodywork areas, chassis and chassis frame parts

STEP 1

GRINDING AND CLEANING

Sanding of the rusted area.
Thorough cleaning of the surface, if possible with Degreaser.

The surface must be free from oil, grease and silicon.
Optimum temperature: 68°F / 20°C

Thoroughly clean the surface with water.

STEP 2

RUST CONVERTER

Optimal temperature: 68°F / 20°C
Processing:
Brushing/Spraying
Reaction time: min. 24 hours
After application, wash the surface with water and allow it to dry.

Do NOT touch or sand the treated surface.

STEP 3

CLEANING

Thoroughly wash the surface with water.

Do NOT touch or sand the treated surface.

STEP 4

EPOXY PRIMER

Application: brush / primer gun

Application temperature:
min. 59°F /15°C - max. 86°F / 30°C

Thinner: nitro thinner / epoxy thinner

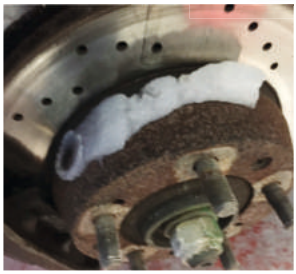
Drying time:
Dust dry approx. 30 minutes
Touch resistant approx. 60 minutes
Paintable approx. 24-48 hours
Cured approx. 24-48 hours & air circulation
Color: RAL 7012

ATTENTION: Avoid high film thickness

Derusting and treatment of
Brake rotor/ drums/ calipers

Products needed:
FERTAN Rust Remover Gel
pH-neutral, solvent-free, environmentally friendly, ideal for vertical metal surfaces.
OE approved product

Multi-Metal Coating
extremely resistant and temperature stable.



1. Remove loose rust

2. FERTAN Rust Removal Gel is applied. There is no need for any further pretreatment. The same gel is also applied to the brake caliper. Reaction time 1-3 hours.

3. Condition of the brake disc and Brake caliper after 3 hours.
Next step: Clean surfaces with water (sponge)

4. The surface of the metal has been coated with a Multi Metal Coating, which results in a perfect finish.

This also applies to brake drums. Follow the same procedure.

Derusting
screws, nuts and bolts

Sometimes people replace rusty bolts with new ones that are the same size and specification. This makes sense if they are available. But what should be done if there are very special bolts?
We all know how to use ISO norm-standards, but in the case of historic cars and bikes we will find BSW, BSF, BA, UNC or the special UNF thread or other specials. In that case it becomes difficult to replace them, many of these bolts are not available or difficult to source.

e.g. part of a Morris Minor. Before and after treatment.

The original parts will have to be restored. To do this, you need the FERTAN Rust Remover concentrate to remove rust in a bath, and the FERTAN Multi Metal Coating to protect the new parts for a long time. It is important to consider the tensile strength of the replacement part before you choose it.

When you're dealing with rusted screws and connections, you need a product that can get the job done quickly and easily. That's where FERTAN Rust Off comes in. This powerful rust removal product is perfect for getting stuck screws and connections loose, so you can get on with your project. FERTAN Rust Off is easy to use, and it works quickly to get the job done right. So if you're dealing with stuck screws and rusty connections, don't go another minute without FERTAN Rust Off.

Extension bolts should only be used once because they will be deformed after use and won't work for future projects. Aluminum bolts are designed for special purposes and should only be used for those specific reasons.
Aluminum bolts are only for very special use. People should only use them for these purposes. When aluminum bolts are in steel, there can be strong sediments in the threads, and aluminum-hydroxide which can cause oxidation. If you combine stainless steel and carbon steel, or aluminum and carbon steel, there is always a risk of corrosion. Even after treatment, corrosion on bolts and nuts is a continuing problem. At every maintenance, you should use a lubricant to protect the threads.
If you're using stainless steel bolts, it's essential to do this.

If bolts are used on non-safety parts, like body parts, you can prevent contact corrosion by using a thin washer made of plastic.

Product Catalog

28 +

Countries

You can buy a bottle of FERTAN.

40 +

YEARS

Experience in providing rust solutions.

11 +

PARTNERS

Exclusive Distributors of FERTAN Products in 15+ countries.

1500 +

DISTRIBUTORS

Help us reach customers across 28+ countries on 4 continents.

10 +

MILLIONEN

Customers who have trusted FERTAN for rust solutions

4,9/5

RATING

Reviews on Amazon.com

*05/2021

MADE IN GERMANY

MINIMUM EFFORT. MAXIMUM RESULT.

RUST REMOVAL

RUST CONVERTER
1.02 fl. oz.
High-tech rust converter with a brush for easy application.

Part#: 20020

PU: 24 Bottles in sales display

RUST CONVERTER
1.06 US qt.
Standard 1.06 US qt. rust converter bottle, is the best-seller. All commonly available underbody protection guns and cavity injection guns can be fitted on the bottle.

Part#: 22620

PU: 6 Bottles

RUST CONVERTER
8.50 fl. oz.
Spray bottle and brush for application

Part#: 22220

PU: 18 Boxes

RUST CONVERTER
1.32 Gal.

Perfect for heavy usage. The 1.32 gal rust converter is sought after product by workshops and industrial scale use. 1.32 gal can help derust surface area of up to 650 sq. ft.

Part#: 22820

PU: 4 Cans

NEW

Rust OFF
Spray 19.2 oz.
Rust OFF Spray protects metal from rust and corrosion, it is used for cleaning and care of metal parts and plastics and lubrication. This multifunctional spray penetrates stuck parts, displaces moisture, and prevents ice-locked cylinders.
FERTAN Rust OFF features an attached 4.7-inch straw to get into hard-to-reach places.

Part#: 85020

PU: 12 Spray cans

RUST REMOVAL

RUST REMOVER

Derusting concentrate
1.06 US qt.

FERTAN® Rust Remover Concentrate is a fluid concentrate specifically developed for the easy and environmentally friendly removal of corrosion from metal parts. Rust Remover concentrate can be used at full strength or diluted and is a highly effective method for the complete removal of rust on various automotive surfaces. Submerge rusted parts in bath solution.

Part#: 23620

PU: 6 items

RUST REMOVER GEL

16.9 fl. oz.

FERTAN® RUST REMOVER GEL is perfect for the removal of rust on metal parts. The gel can easily be applied using a brush or sponge, also on vertical surfaces and has a relatively short reaction time compared to other liquid solutions.

RECOMMENDED FOR: Rust-proofing and maintenance interventions on any material that rusts.

Part#: 23520

PU: 6 items

EPOXY PRIMER Spray
13.5 fl. oz. spray can

The ready to use aerosol can provides an optimum thickness to protect the surface from wear and corrosion. It is ideal for small scale application.

Part#: 24820

PU: 12 Spray cans

EPOXY PRIMER

FERTAN® EPOXY PRIMER is an exceptionally durable, 1-part primer for use on surfaces that are subject to heavy wear and protect against corrosion. Due to its excellent adhesion characteristics, the product is well suited for chassis, wheel wells, body work, floor boards and frame. Also available in spray can.

Quantity
27.0 fl. oz.
Part#: 24620
67.6 fl. oz.
Part#: 24720

PU: 6 Cans

MULTI METAL COATING
13.5 fl. oz. spray can

This incredible product provides long-term corrosion protection by creating a high-grade surface finish that is oil resistant. With its outstanding and unique bonding ability with steel, aluminum, and copper, FERTAN Multi-Metal Coating offers excellent adhesion with commercial lacquers and paints. Plus, it's heat resistant up to 250°F - perfect for even the most intense industrial applications. Don't let corrosion ruin your surfaces - protect them with FERTAN Multi-Metal Coating!

Very good bonding for steel, aluminum and copper. Perfect adhesion for 1 or 2 part commercial lacquers and paints.
Spot welding possible.

Part#: 26020

PU: 12 Spray cans

TANK REPAIR

Tank Sealer
2-K Epoxy coating

With Hardener, useful for all modern fuels (ethanol)

- 9.64 fl. oz. component 1 (base)
- 5.41 fl. oz. component 2 (hardener)

Part#: 24020

PU: 6 Set

Specially engineered for application on a variety of different tanks, like fuel tanks made of aluminum or steel for vehicles, ships, water tanks and even oil tanks. This product is also widely used in the industry for coating concrete floors that are subjected to lot of wear and tear!
To achieve proper results it is absolutely mandatory to follow the applications instructions of our 2-Part Epoxy tank sealer component precisely!
The container of „Component1“ was designed large enough so you can add the hardener (component2) and mix both components together. Before application, mix the tank sealer (Component 1) thoroughly! Only then, add the hardener and mix both products until you have a thin fluid. Clean the tank before application thouroughly as well and in case of of already exisiting corrosion, derust the tank and we recommend applying our rust ronverter for best possible results. Apply the tank sealer into a completely dry tank.
Follow application instructions, including recommended times lines and temperatures precisely.

Highlights:
- Fuel resistant
- Ethanol resistant
- Temperature resistant up to 176°F
- Suitable for all tank types (e.g. motorbike, car, boat, ship, fuel oil tank, industrial tank)

Tank Restoration Set
Tank-Inside-Sealing and Cleaning Set
For metal fuel tanks with volume about:
motorcycle: up to 5.86 Gal
car: up to 10.56 Gal
larger tanks (e.g. boat): Contact us

Part#: 24520

PU: 1 Set

Tank Restoration Set small
- Tank Cleaner 1.06 US qt.
- FERTAN Rust Converter 8.50 fl. oz.
- 2-part Tank Sealer
  9.64 fl. oz. component 1 (base)
  5.41 fl. oz. component 2 (hardener)
- 2-part Metal-Repair-Kit 1.97 oz.

METAL REPAIR

Metal Repair Kit

Our Metal Repair Kit is perfect for a variety of applications. With this kit, you can easily repair any metal surface, and then drill and sand it. Plus, the repair compound is incredibly strong and durable, so you won't have to worry about it coming apart again. This is the perfect solution for anyone who wants a seamless repair that will last for years to come.

Suitable for any tank
Whether heating tank, fuel tank, radiator, radiator, metal tank, water tank, and more. - Resistant to water, gasoline, diesel, oil, etc.

For quick repairs of:
- Tanks and containers
- Hard plastic and brick
- Torn threads
- Pumps and housings

Uncomplicated and fast:
Easy application and fast processing - no knowledge of metalworking required.

Steel-hard connection in the shortest time:
The material does not give way even when the tank is filled.

Can be modeled like plasticine:
You can also use it in hard-to-reach places due to the simple modeling process.

Loadable after curing:
Once cured, the compound is fully loadable.

Part#: 23920

PU: 24 Kits

UNDERBODY AND STONECHIP PROTECTION

Underbody Protection Wax

FERTAN Underbody Protection Wax is a durable underbody protection based on high-quality wax and very durable. It also adheres in higher layer thicknesses to all body panels, axle parts, etc.

By using special high-quality components and additives, the product meets even the highest demands. FERTAN Underbody Protection Wax also provides perfect protection against mechanical abrasion on endangered body parts, such as inner fenders, etc.

Even in thin layers, the product protects and remains water-repellent. After derusting with FERTAN Rust Converter, the Underbody Protection Wax offers perfect protection against rust and corrosion.

Stoneguard protective underseal

If you're looking for a robust, resilient protective underseal, look no further than FERTAN Stoneguard Protective Underseal Black. This resin-based product is designed to withstand all elements, including stone chipping, moisture, spray, and salt. In addition, it has a sound-absorbing anti-drone effect to keep your car running smoothly. FERTAN Stoneguard Protective Underseal Black also demonstrates excellent adhesion to steel and stainless steel surfaces, as well as polyester laminates, making it the perfect choice for all your protection needs.

It does not contain any bitumen or tar constituents to be more durable and flexible, so it will last longer.

Underbody Protection Wax Spray
11.8 oz.

Part#: 27220

PU: 12 Spray cans

Stoneguard Protective Underseal Spray Black
11.8 oz.

Part#: 25320

PU: 6 Spray cans

Underbody Protection Wax
1.06 US qt.

Part#: 27420

PU: 6 Cans

Stoneguard Protective Underseal Black
1.06 US qt.

Part#: 25420

PU: 6 Cans

CAVITY PROTECTION / COMBI CONSERVATION

Cavity Protection Wax

FERTAN Cavity Protection Wax is a wax-based product specially developed for the cavity preservation of automobiles. After application, the product forms a transparent layer which provides excellent and long-lasting protection against rust and corrosion. FERTAN Cavity Protection Wax meets the high requirements of the automotive industry for cavity protection, also with regard to processing and environmental protection requirements. Before treating the surface with FERTAN Cavity Wax, the existing corrosion in the cavity should be removed. Please use the FERTAN Rust Converter for this purpose.

The homogeneous protective layer of the wax remains elastic for years, small cracks, e.g. due to body twisting, close automatically and the optimum protection is retained. The protective layer is not dissolved or removed, e.g. by solvents or cleaning agents.

Cavity Protection Wax Spray
11.8 oz.
360° wand inside the cap

Part#: 28220

PU: 12 Spray cans

Cavity Protection Wax
1.06 US qt.

Part#: 28420

PU: 6 Cans

Corrosion Preventative Grease

Combi Conservation 2 in 1

When it comes to corrosion prevention, FERTAN Corrosion Preventative Grease is in a class all its own. This unique grease creates an extremely long-term and flexible protection film that helps to prevent rust and corrosion on car bodies, historic cars, construction machines, agriculture equipment and more.
ALL corrosion is prevented with this product, and it's even compatible with older protection methods like cavity wax, stone chip, resin or tar-based products. So if you're looking for the best way to protect your investment from the ravages of time and the elements, look no further than FERTAN Corrosion Preventative Grease!

This product contains a special solvent that can dissolve existing underbody protection or wax and forms a stable bond with it, providing long-lasting protection against rust and corrosion. Plus, the solvent is not classified as hazardous, making it safe for use on all types of vehicles.

If in doubt do a small test or contact us.

Corrosion Preventative Grease Spray
11.8 oz.
360° wand inside the cap

Part#: 28120

PU: 12 Spray cans

RUST INHIBITOR

Rust Inhibitor

FERTAN Rust Inhibitor is a universal and transparent corrosion protection. This powerful wax-based formula is perfect for protecting a wide variety of surfaces, complete chassis, including components, motors, transmissions and axles. It's also excellent for winter protection and transport protection. FERTAN Rust Inhibitor is easy to apply and dries quickly to provide long-lasting protection against rust and corrosion.

Its compatibility with top coats, mounted parts, and other materials must be checked separately for each specific application.
This product can be removed by using FERTAN Industrial Strength Degreaser.

Highlights:

- Universal corrosion protection
- Quick drying
- Transparent (waxy) film with good grip
- Protects against aggressive media like road salt and fertilizer
- Removable by special cleaner

Rust Inhibitor Spray
11.8 oz.

Part#: 29120

PU: 12 Spray cans

Rust Inhibitor
1.59 pt.

Part#: 29320

PU: 6 Cans

Rust OFF

If you're looking for an easy-to-use product to protect your metal from rust and corrosion, look no further than Rust OFF Spray. This multifunctional spray is perfect for cleaning and caring for metal parts and plastics and can even be used as a lubricant. Rust OFF penetrates stuck parts, displaces moisture, and prevents ice-locked cylinders, making it ideal for a wide range of applications. Plus, with its attached 4.7-inch straw, you can quickly get into hard-to-reach places. So don't let rust get the best of you - fight back with Rust OFF Spray.

Highlights:

- Universal application
- Protection and care for metal and plastic surfaces
- Resin-, acid- and silicone-free
- Material compatible with rubber, paint and plastics

Rust OFF Spray
19.2 oz.

Part#: 85020

PU: 12 Spray cans

DEGREASER / WAX REMOVER

Degreaser

FERTAN Degreaser is the perfect way to prep your surfaces for painting. This water-based degreaser removes silicone and grease, ensuring better paint adhesion. Just apply, let dry, and you're ready to paint! FERTAN Degreaser is the easy way to get professional results.

Degreaser (waterbased)
1.06 qt.

Part#: 77720

PU: 6 Bottles

Degreaser (waterbased)
1.32 Gal.

Part#: 77820

PU: 4 Cans

Industrial Strength Degreaser

Looking for a tough degreaser that can handle anything? This powerful Degreaser is ideal for removing preservative waxes, greases, and oils from all kinds of surfaces. It's perfect for use in and around the automobile industry.

FERTAN Industrial Strength Degreaser is tough on grime (waxes and oil) but gentle on surfaces. It's safe to use on all kinds of materials, including metal, plastic, and painted surfaces. Plus, it's easy to use - just spray it on and wipe it away. No scrubbing or elbow grease required!

Highlights:

- VOC-free (according to Directive 1999/13/EC)
- Extremely high active ingredient content of 97%
- Low odor
- Compatible with plastic and paint
- Dries free of residue

Industrial Strength Degreaser Spray
11.8 oz.

Part#: 29920

PU: 12 Spray cans

APPLICATON TOOLS

Spray Adapter

Looking for an easy way to apply the Rust Converter?

Look no further than the Rust Converter Spray Adapter!
This innovative adapter attaches to standard Rust Converter bottles (1.1 Quart (1 liter), 1.32 Gal. / 5 L, 8.5 fl. oz. / 250 ml), making it easier than ever to apply the product evenly and efficiently. The 24 in. (60 cm) wand comes with a 360° nozzle for complete coverage, and the nozzle outlet is only Ø 0.165 in. (4.2 mm) for a precise application.

Part#: 8015020

PU: 1 item

Cavity- and Underbody Protection Spray Gun / Schutzgun

This specially developed gun comes with a standard 24 in. wand with 360° nozzle, making it perfect for all standard 1.1 Quart (1 liter) bottles. In addition, the Cavity- and Underbody Protection Gun is suitable for all types of FERTAN coatings...perfect for the following applications:

- Gravel Protection
- Soundproofing
- Wax Based Rust Proofing
- Undercoating
- Cavity Protection

Features:
- Durable metal body
- Adjustable brass spray nozzle ideal for adjusting product flow to create alternative spray patterns and different textures
- Only works with European threaded 1 liter cans
- Use with both water and oil-based products, stone chip, underbody seal and body waxes
- 24 in. wand with 360° nozzle
- Easy-to-clean

Part#: 8011520

PU: 1 item

Cavity and Underbody Protection Multi Spray Gun - Professional

This multi sprayer gun can spray Stoneguard Protective Underseal, Cavity and Underbody wax as well as rust proofing and rust removal products as well as any other waterbased product.

Versatile use due to 2 wands included in the set.

Quick and easy wand replacement due to the reliable material coupling system

Fine atomization even with highly viscous materials due to pressurization of up to 145 PSI (10 bar).

Set includes:

- Cavity protection gun with quick coupling for wand connection
- 1.1 Qt. (1 l) pressurized cup (max. 145 PSI /10 bar)
- 2 wands with 360 ° nozzle
- Underbody Nozzle
- Painting Nozzle 1.4 mm

Part#: 8011020

PU: 1 item

ABOUT US

Our Mission

Our mission is to develop and bring to market high-quality solutions designed to prevent, reduce or eliminate corrosion on projects of all sizes. From classic car restoration to maior industrial undertakings, we work closely with our customers to ensure that every job gets gets done right.

Our Vison

We envision that FERTAN will become the most trusted source of corrosion control products worldwide: that our innovative solutions will continue to raise the bar for excellence; and that our emphasis on exceptional service will result in long-term, loyal relationships.

Our Values

Commitment – We maintain a steadfast commitment to exceeding industry standards of excellence and to maintaining strong relationships with our customers. Our products are specifically developed with customer needs in mind, and our innovation team continually works to bring new and more advanced products to the market.

Dependability – Our products are effective, dependable and can be trusted to provide maximum solutions for all projects related to corrosion. We have gained the trust and loyalty of customers and industry leaders worldwide.

Communication – We believe that communication is key component building strong relationships with our customers and industry leaders. We are accessible by both phone and email with extended hours to accommodate the different time zones of our international market. We also offer our customers advice when they need specific guidance.

Affordability – Our products are reasonably priced so that we can fulfill the needs of a wide range of customers including those with limited resources.

Integrity – The work that we do every day is supported by the pillars of honesty, trust, transparency, and fairness.

Accountability – We hold ourselves accountable to our customers, to the industry, and to ourselves as professionals.

fertan®

STOP RUST & CORROSION

Not only do our coatings stop rust and corrosion, but they also protect against further damage. That means your car will last longer and look better – without all the hassle of traditional restoration methods.

UNDERCOATING

EPOXY PRIMER

TANK SEALER

RUST REMOVER

CAVITY PROTECTION

RUST INHIBITOR

RUST CONVERTER

BUY NOW

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305-614-1140

CONTACT@FERTANUSA.COM