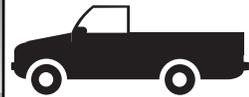


# TIPS ON TRUCKS



## Consider Fading Issues Before Spraying Your Truck Bed

(NAPSA)—Are you proud of your new truck's appearance? Are you thinking about protecting that appearance with one of the many "spray-on" bedliners?

Before making this expensive investment, consider the results of recent durability studies, which show spray-on linings are highly susceptible to sunlight-induced fading.

Bottom line: That expensive deep-black spray-on could turn a chalky gray, while custom-tinted linings—typically matched to vehicle color—can experience fading and/or color shifting that detracts from the vehicle's appearance.

"The effect of sunlight on a spray-on lining can dramatically change the product's appearance over a surprisingly short period of time," said Mike Johnson, director of quality for bedliner manufacturer Penda Corp., Portage, Wis. "If the cosmetic value of the spray-on is what's most appealing to the truck owner, we strongly suggest they look at one of the new generation of drop-ins, which often feature glossier finishes that are much more resistant to fading."

A recent analysis of the ultraviolet stability of light-truck bedliners showed that leading spray-on linings can lose virtually all of their gloss within just 2,500 hours of exposure to sunlight.

The leading drop-in bedliner, by comparison, experienced a nearly 100-percent gain in gloss



over the same period. Spray-on bedliners are typically more expensive than drop-ins.

"As the results indicate, that glossy finish touted by some spray-on brands can be a very temporary benefit—after the finish is worn it can take on an unattractive, chalky look," Johnson said.

The testing, conducted in accordance with ASTM International standards, showed that spray-on samples lost nearly 100 percent of their gloss and exhibited varying degrees of "color shift" within 2,500 hours of UV

exposure. The Pentaliner SR Skid Resistor drop-in bedliner, by comparison, almost doubled its gloss in the same testing.

In addition to UV stability issues, spray-ons provide just one-tenth the abrasion resistance and half the dent resistance of leading modern drop-in liners, Johnson said. Another major concern associated with spray-on linings is the manner in which they are installed: In order to achieve satisfactory adhesion, many leading spray-on networks require the installer to first "scuff" or grind the truck's factory-applied paint finish. This damaging process, which can expose the vehicle's bare sheet metal, may impact the consumer's OE paint warranty coverage.

"Think about that: To 'protect' the truck, the spray-on companies are damaging the factory-applied paint finish," Johnson said. "If that spray-on gets pierced or starts to delaminate, it could expose the truck's bare metal to the environment.

"It's our contention that a lot of truck owners aren't aware of this when making their purchase decision. We believe they should have all of the facts before entrusting their vehicle to any accessories retailer."

Bedliner manufacturers urge consumers to visit [www.bedlinerfacts.com](http://www.bedlinerfacts.com) for more information on how to select the best bedliner for any light truck.