

# Requirements of a Painting Facility for Mercedes-Benz Passenger Cars

(Combined Spray and Drying Booth)

2008



**Minimum Requirements of a Paint Booth for  
Mercedes-Benz Passenger Cars  
(combined spray and drying booth)**

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### Technical Data and Capacities:

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## I Submission of Bids and Delivery Terms

In addition to a technically perfect construction and operation of the installation and the usual warranty conditions, the supplier shall guarantee the following fundamental details:

- a) The entire installation and all the individual assemblies shall comply with the relevant provisions and regulations.
- b) The specified air data and temperatures in the spray and drying chamber shall be achieved.
- c) The airtight construction of the installation.
- d) Any complaints or deviations from the "setpoints" arising from the acceptance measurements are to be remedied by the supplier during the „downtime“ of the plant, at the manufacturer's cost.
- e) An appropriate service and spare parts supply shall be assured.
- f) Quotations and invoices shall give the total prices for all major assemblies, parts and pipelines or, on request, unit prices.
- g) The technical performance data of the major assemblies shall also be given.
- h) On the buyer's request, the supplier must erect the paint shop ready for operation, hand over the facility following the necessary calibrations and instruct the operating personnel.

## II Booth Construction

The paint shop must be erected according to the latest state of the art in a non-vibrating, distortion-free structure. The housing and doors are to be constructed from electrolytically galvanised sheet metal, with intermediate mineral fibre insulation and doors, non-combustible according to DIN 4102. All the appropriate local provisions and official regulations must be met as well as the safety devices required by us implemented.

### Note:

The alternate processing of paints that generate heat during drying and paints whose deposits are easily combustible is permitted within the same facility only if prior to each switchover the entire facility and suction lines as well as the equipment for laying out, hanging up or transporting are thoroughly cleaned.

The paint shop shall be equipped with an evaporating pipe for solvents that is equipped with a powered cap.

Local safety regulations for doors, railings, ladders, footbridges, etc., shall be observed.

The warm air heater must be made of corrosion-resistant special steel.

The facility must have at least one self-closing emergency door with a panic bar. **Latch locks** are not permitted.

### **III Piping and Installation**

Special attention shall be paid to a well-arranged and correct installation.

Throttle valves (multi-sectional shut-off flaps) shall be provided with an infinitely variable positioning device and with easily understandable identification plates for flap settings.

All major assemblies and facilities requiring maintenance shall be installed directly accessible or accessible by overhead installation by way of ladders, footbridges and railings, complying with local safety regulations.

The chimney stack for the heater shall be made of stainless steel and, if necessary, insulated. A drain for condensed water will be provided (corrosion protection).

All air ducts shall be made of galvanised sheet metal. Sheet metal thickness shall be min. 1 mm or according to DIN 19/46. All pressure and intake lines from the outside shall be provided with inspection openings and drainage nozzles at their lowest point. The exhaust air duct shall be fitted with a deflector. Air ducts shall be flanged and sealed.

Prefilters and dry layer filter mats shall be installed to allow easy replacement. Special attention shall be paid to correct sealing against dust, and sealing materials shall be capable of withstanding the loads expected.

All ducts and pipes conveying hot air shall be installed insulated on request. Insulation is recommended.

The intake air duct shall be designed so that air is distributed evenly over the total filter surface. Max. deviation 0.10 m/s.

## **IV Corrosion Protection**

The installation shall be delivered with at least a prime coat or electrolytically galvanised. The paint material for the interior paint work shall be selected by the supplier to withstand wear. All top coats shall normally be applied by the booth operator, unless otherwise agreed.

Interior top coats must be resistant against solvents.

**Note:**

In part the painting facilities are already coated or pre-painted by the manufacturer.

**We recommend:**

**1. Prime coat:**

Clean the primed or electrolytically galvanised components of the installation to remove grease using a combination thinner and then paint using epoxy-based universal prime filler.

(Drying time approx. 12 hours at 20°C).

Prime filler for galvanised sheet metal. Epoxy 2 component prime filler

**2. Top Coat interior:**

After applying the prime coat, paint the installation using 2-component top coat, Colour RAL 9001, classic-white or RAL 9050 white.

**3. External Coating according to MB-CI regulation**

**Note:**

For galvanised sheet metal we recommend an electrolytically applied layer approx. 20 µm thick.

## **V Fans**

All radial fans shall be mounted vibration-free and must be protected against sparking. **Frequency radial fans should be used for energie savings only.** Should humidity or condensate be expected, the radial fans shall be equipped with drainage apertures. The fans shall not transmit any vibrations to the installation.

Radial fans with V-belt drive and motor shall be mounted together on a base frame. V-belt drives shall be fitted with electrically conducting V-belts and enclosed to comply with safety regulations. The belt guard shall be quickly removable and shall allow inspections to check the V-belt condition and speed.

All fans and other major assemblies shall be provided with rating plates, arrows indicating direction of rotation, etc. (in the local language).

All fans operating in a circulating air system shall be switched electrically so that they continue running (if a heat exchanger is installed) until an ambient temperature of approx. +55°C is reached after the drying process (after-running control mechanism).

## **VI Switching, Measuring and Control Equipment**

The control equipment for various operating modes shall be grouped centrally. It shall be designed with clear indications of spraying and drying modes.

The change-over flap for painting or drying modes shall be controlled automatically from the switch gear cabinet when the operating mode is selected (pneumatically or electrically). The operating mode shall be clearly indicated on the switch gear cabinet.

Remote pressure or automatic control shall be provided to allow a precise fine control of the booth overpressure. The booth pressure shall be monitored from the switch gear cabinet via a pointer instrument. Filters are monitored via a differential pressure gauge or control lamp.

The control equipment shall be installed to allow correct and easy reading. The switch gear cabinet shall be labelled in the local language.

### **Evaporator auto-switch:**

To accelerate the evaporation process (water-based paints), the booth can be automatically switched to heatable circulating air mode; the temperature can be variably set to max. 60° C.

### **Energy-saving switch:**

Outside of the painting process after a pre-set period of time a flow indicator in the compressed air line automatically switches the booth using a Electro- motor - frequency systems by reducing the speed of the ventilators to receive only 25% to 50% of fresh air, temperature max. 25° C.

## VII Filter Systems

Prefilter:

- 1) Filter type: pocket filter Viledon G 35 S- (F3)
  - 2) Filter type: pocket filter Filtrair PPS-35-(F4)
  - 3) Filter type: Viledon PSB 290-(F4 rolls)
  - 4) Filter type: Filtrair VNF 290-(F4rolls)
- Insert the filter types 3) and 4) so that the labelled side with the type identification and DIN registration is on the clean air side.

Overhead filter:

- 1) Filter type: Viledon PA 560 G - (F5)
  - 2) Filter type: Filtrair CC-600 G- (F5)
- Insert the filters so that the adhesive gauze and the type identification with the DIN registration is on the clean air side.
- The filters can be ordered in rolls or ready cut sheets.

Paint mist separating filter mat:

- 1) Paint-Stop HD-DP
  - 2) Filtrair PA-50
- This filter mat consists of a storage layer:  
white = block layer  
green = clean air side
- The filter materials can be ordered in rolls.

Refilter for paint shops with heat recovery:

- 1) Filter type: pocket filter Viledon G 35 S- (F3)
- 2) Filter type: pocket filter Filtrair PPS-35-(F4)

## Addresses of Manufacturers for Filter Materials

Viledon filter: Carl Freudenberg,  
P.O. Box 100363  
D-69465 Weinheim  
Phone: (++49) 06201 706233  
Fax: (++49) 06201 706299

Filtrair filter: Filtrair B.V.  
P.O. Box 611  
NL-8440 AP-Heerenveen  
Phone: (++31) 05130 26 355  
Fax: (++31) 05130 27 306

Paint-Stop filter: Snyder General GmbH  
Justus-von-Liebig-Str. 11  
D-63128 Dietzenbach  
Phone: (++49) 06074 85110  
Fax: (++49) 06074 851123

or

Filtrair B.V.  
P.O. Box 611  
NL-8440 AP-Heerenveen  
Phone: (++31) 05130 26 355  
Fax : (++31) 05130 27 306

The recommended filter media can also be supplied by the paint booth manufacturer.



## Paint booths minimum requirements checklist

### Combined spraying and drying booth for passenger cars

Minimum requirements due to MB vehicle technology.

+	compliant
0	non-compliant
x	partially compliant
?	unclarified

CARS	Reasons, explanations	<u>Nominal values</u>	<u>Actual values</u> <u>Remarks</u>
07	Air sinking speed in empty booth (observe locale regulations eg EU).	0,23 bis 0,25 m/s EU 35 m/s	
08	Air flow  Supply air:  Exhaust air:	  > 28 000 m <sup>3</sup> / h  > 27 500 m <sup>3</sup> / h	If the paint booth has a larger dimension the air achievement must be adapted
09	Air ducts Air regulating flaps in fresh air and exhaust air ducts, made of multiple part shutter flaps.		
10	Booth over pressure adjustable at switchgear cabinet by plus and minus switch.	4 - 10 Pa	
11	Air inlet temperature 5 cm below filter roof  up to	  + 105 ° C variable	
12	Paint object temperature  min. average. max.	  + 60° C + 70° C + 80° C	
13	Spray temperature	± 23 ° C	
14	Drying time variable using timer. Heating up time from spray temperature to max. drying temperature	+ 20°C bis + 105°C in < 15 minutes	
15	Thermal value In countries with higher ambient temperatures throughout the year, thermal value is correspondingly low as required.  approx.  Hot air temperature difference between max. peak and min. low of control curve ( measured 5 cm under filter roof).	  -12°C to min.+ 22°C ca. 240 000 kcal/h .  7 ° C	
16	Heating medium, Frequence radial fans only	Oil, gas, electricity or hot water:	
17	Fresh air supply during drying process (adjustable)  in drying mode Booth over pressure	  10% adjustable 10 - 15 Pa	
18	Motor rating, Frequence radial fans only  Supply air fan Exhaust air fan	  > 11 kW > 11 kW	

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CARS	Reasons, explanations	Nominal values	Actual values	Remarks
19	Noise emission in booth:	< 80 dBA		
20	Silencer	install if necessary in supply and exhaust air		
21	Lighting sufficient number of lights By experience, min. 8 x 4-light lamps are required. Voltage and frequency as customary. Lamps in standard country protection class, min. JP 65. Air tight, installed at 30° angle or vertical in booth. Lamps shall not affect air flow inside the booth.	watts Lux: > 1 850 W >1 000 Lux.		
22	Exhaust air duct centrally positioned, below vehicle over the total cross sectional area of the exhaust air duct, The exhaust outlet speed shall be as even as possible.	permitted deviation totale area < 0,09 m/s. > 10 m <sup>2</sup>		
23	Floor covering complete coverage with galvanised grating, edge area < 20 mm inclusive of complete support and height adjustable support structure.	Loadable wheel pressure > 800 kg		
24	Roof filter Dry layer fine filter	Filter surface area: over total booth roof. > 18 m <sup>2</sup>		
25	Prefilter Dry layer fine filter	Use only from DC recommended Filter media		
26	Paint mist separation dry layer fine filter, separation filter mat below grating	filter surface area: > 10m <sup>2</sup>		
27	Measurement instruments (Magnehelic) for booth over pressure. (no inclined tube or U-tube pressure gauges). For filter controll also controll lamps in conjunction with a difference pressure switch are permitted.	over pressure: analogue meter 30 - 0 - 30 Pa		

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CARS	Reasons, explanations	Nominal values	Actual values	Remarks
28	<p>Thermostat regulator</p> <p style="text-align: right;">infinitely variable:</p>	0° C bis + 120° C		
29	<p>Safety thermostat electrically controlled, with reclosing lockout, automatic run on and signal lamp</p> <p style="text-align: right;">control range:</p> <p style="text-align: right;">Safety temperature setting approx:</p> <p style="text-align: right;">Run on thermostat : Setting range</p> <p style="text-align: right;">Setting:</p>	<p>0° C bis + 170° C</p> <p>ca.+ 145° C</p> <p>+ 40° C bis + 80° C</p> <p>+ 50° C bis + 60° C</p>		
30	<p>Thermometer</p> <p>Mounted easily visible on switchgear cabinet or on booth.</p> <p style="text-align: right;">Measuring range</p>	ca. 0° C bis + 120° C, ± 0.2 ° C		
31	Function displays and fault displays integrated on switchgear cabinet, inclusive of remote pressure control.			
32	<p>Pressure sensor</p> <p>to monitor process air volume flow. Automatic switch off of installation and burners in the event of fan failure.</p>			
33	<p>Solenoid valve</p> <p>installed in compressed air line. Only open in spraying mode, closed in drying mode to prevent spraying during drying process.</p>			
34	<p>Tube holder</p> <p>one tube holder on left and right booth wall. In addition, storage on rear facing wall.</p>			
35	Evaporator auto-switch device			
36	<p>Energy-saving switch device</p> <p>Reducing the speed of the ventilators to receive only 25% to 50% of fresh air, temperature max. 25°C if paint booth is in idle.</p>			

# Paint booths minimum requirements checklist

## Combined spraying and drying booth for passenger cars

Minimum requirements due to MB vehicle technology.

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CARS	Reasons, explanations	<u>Nominal values</u>		<u>Actual values</u> <u>Remarks</u>
	<b>Option</b>			
01	4 leaf insulated folding door. Made of sectional cover plates each made of > 1 mm electrolytically galvanised steel sheet. 1 inspection window in door leaves 2 and 3 W x H 600 x 1200 mm  <div style="text-align: right; margin-right: 50px;">width x height</div>	> 3,8 x 2,8 (3,3) m		
02	Steel subframe Steel subframe for floor filter and exhaust air ducts with approach ramp (FLOOR MOUNTED).  <div style="text-align: right; margin-right: 50px;">Height of steel structure approx.</div>	> 300 mm		
03	Air connection two diagonally arranged air connections inside the booth, inclusive compressed air filter.	Type 0/344 Fa. Sata		
04	Complete material for customer performance of electrical installations.	from manufacturers		
05	Factory assembly and instruction by manufacturers.	worldwide		
06	Heat recover System  <div style="text-align: right; margin-right: 50px;">Efficiency</div>	> 50 %		

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CARS	Reasons, explanations	<u>Nominal values</u>		<u>Actual values</u> <u>Remarks</u>
	<b>Drying booth</b>			
01	Dimensions of paint booth (or depending on structural conditions)  <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">Length:</div> <div style="width: 55%; text-align: right;">&gt; 7000 mm</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">Width:</div> <div style="width: 55%; text-align: right;">2900-3000 mm</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">Height:</div> <div style="width: 55%; text-align: right;">2500-2800 mm</div> </div> Drying booth for two working bases      Width:      5000-5500mm			
02	All steel housing made of electrolytically galvanised steel sheet panels, double skinned with insulation material filling (mineral wool) or Polyurethane foam.  <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">sheet thickness</div> <div style="width: 55%; text-align: right;">&gt; 1,0 mm</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">wall thickness</div> <div style="width: 55%; text-align: right;">&gt; 50 mm.</div> </div>			
03	Entrance gate made of electrolytically galvanised steel sheet panels, double skinned with insulation material filling (mineral wool) or Polyurethane foam with inspection windows.  <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">sheet thickness</div> <div style="width: 55%; text-align: right;">&gt; 1,0 mm</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">wall thickness</div> <div style="width: 55%; text-align: right;">&gt; 50 mm</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">Width x Hight</div> <div style="width: 55%; text-align: right;">&gt; 2,4 m x &gt; 2,8 m</div> </div>			
04	Intermediate door electrically driven. Insulated rolling door to connect spraying booth and dryer. Instead of rolling door, a different type of door can also be installed, e.g. folding door or vertical lift door  <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;">Width x Hight</div> <div style="width: 55%; text-align: right;">&gt; 6,0 m x &gt; 2,4 m</div> </div>			
05	6-track rails with 8 subframes (recommended material aluminium) to push vehicles sideways from the spraying booth to the drying chamber. As option lifting platform (type Herkules).			
06	Air supply to booth	"vertical"		
07	Air inflow to booth through roof filter, evenly over full filter surface Roof filter seal must be perfect, individual filter elements shall not flutter.			
08	Air inflow deviation	± 0,10 m/s		
08	Air capacity			
08	Circulating air	> 10 000 m <sup>3</sup> / h		
09	Air inlet temperature 5 cm below filter roof			
	up to	+ 105 ° C variable		

# Paint booths minimum requirements checklist

## Combined spraying and drying booth for passenger cars

Minimum requirements due to MB vehicle technology.

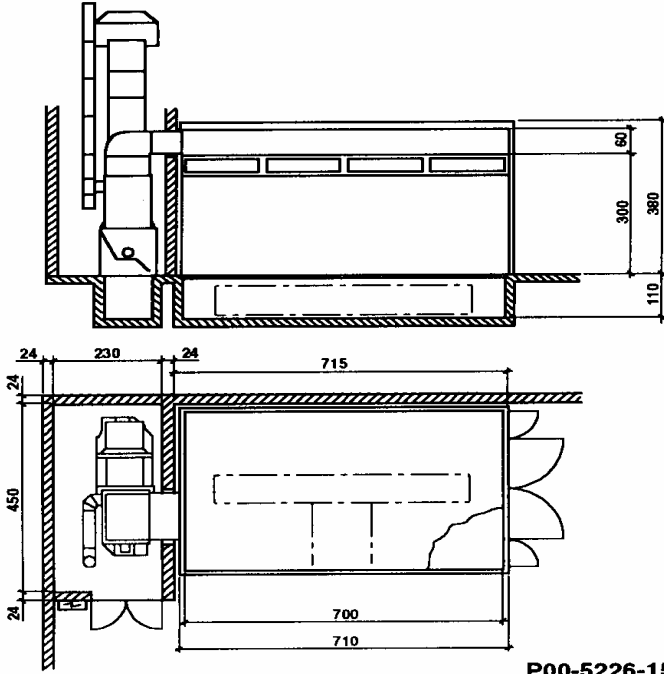
+	compliant
0	non-compliant
x	partially compliant
?	unclarified

CARS	Reasons, explanations	Nominal values	Actual values	Remarks
10	Paint object temperature  <div style="text-align: right;">min. average. max.</div>	  <div style="text-align: right;">+ 60° C + 70° C + 80° C</div>		
11	Drying time variable using timer. Heating up time from room temperature to max. drying temperature	+ 20°C bis + 105°C in < 15 minutes		
12	Thermal value In countries with higher ambient temperatures throughout the year, thermal value is correspondingly low as required. Heat recover System as option.  <div style="text-align: right;">approx.</div>	  <div style="text-align: right;">-12°C to min.+ 22°C ca. 140 000 kcal/h .</div>		
13	Hot air temperature difference between max. peak and min. low of control curve ( measured 5 cm under filter roof).	7 ° C		
14	Heating medium:	Oil, gas, electricity or hot water:		
15	Fresh air supply during drying process  <div style="text-align: right;">Booth over pressure</div>	  <div style="text-align: right;">10% adjustable 10 - 15 Pa</div>		
16	Motor rating  <div style="text-align: right;">Circulating air fan</div>	  <div style="text-align: right;">&gt; 5,5 kW</div>		
17	Noise emission in booth:	< 80 dBA		
18	Silencer	install if necessary in air ducts.		
19	Lighting One lamp is required. Voltage and frequency as customary. Lamp in standard country protection class, min. JP 65 air-tight.  <div style="text-align: right;">watts</div>	  <div style="text-align: right;">150 W</div>		
20	Cyrculatin air duct centrally positioned, below vehicle over the total cross sectional area of the exhaust air duct. The exhaust outlet speed shall be as even as possible.  <div style="text-align: right;">permitted deviation totale area</div>	  <div style="text-align: right;">&lt; 0,09 m/s. &gt; 6 m²</div>		
21	Floor covering partly with galvanised grating.  <div style="text-align: right;">Loadable wheel pressure</div>	  <div style="text-align: right;">&gt; 800 kg</div>		
22	Roof filter Dry layer fine filter  <div style="text-align: right;">Filter surface area:</div>	  <div style="text-align: right;">&gt; 10 m²</div>		



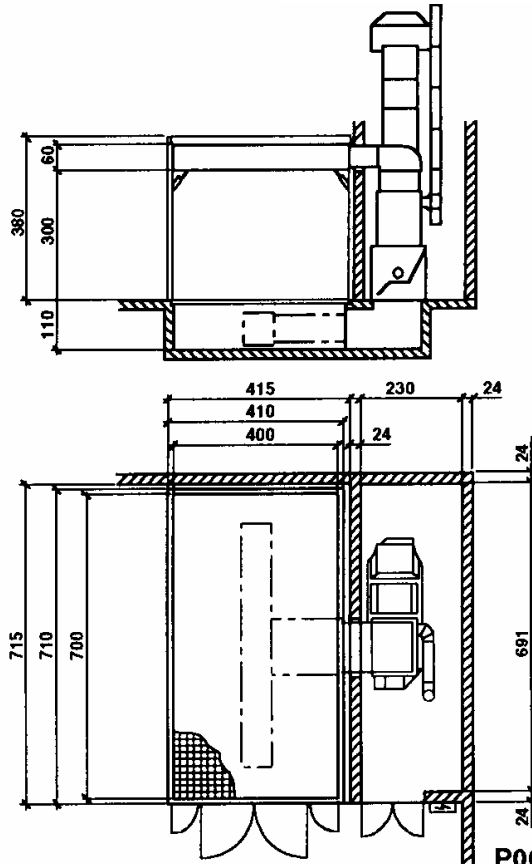
# VIII

## Installation Scheme for Passenger Cars Combined Spraying and Drying Booth



**P00-5226-15**

Combined Spraying and Drying Booth with aggregates installed at the rear of the cabin.

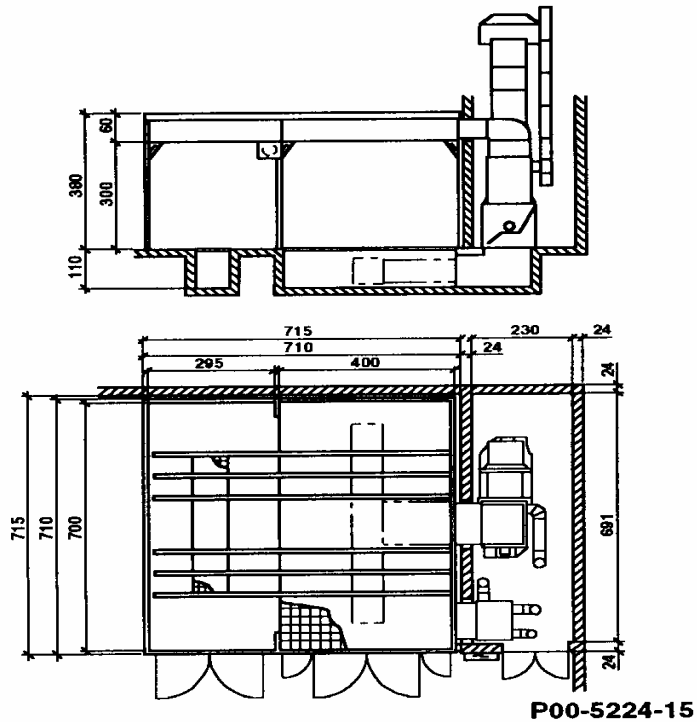


**P00-5223-15**

Combined Spraying and Drying Booth with aggregates installed at the right side of the cabin.

# VIII

## Installation Scheme for Passenger Cars Painting Booth with lateral Drying Booth



Combined passenger cars  
Spraying and Drying Booth  
with aggregates installed at the  
right side of the cabin in  
conjunction with a Drying  
Booth placed on the left side.

**P00-5224-15**

## GOTIS – GSP Online Technics Information System

Sie finden diese Information im Bereich:

> L: Lackierung	> 98.1 Lackiersysteme	>01.0 / 02.0 / 03.0 Lackieranlagen, Vorbereitungsplatz, Spot-Repair
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### Empfohlene Lackieranlagen für MB-Betriebe

Die Liste der genannten Lackieranlagen Hersteller, die Lackieranlagen nach unseren Anforderungen herstellen können, haben wir aktualisiert.

#### Aktueller Stand:

1. Empfohlene Lackieranlagen-Hersteller in alphabetischer Reihenfolge, die auch nach Übersee exportieren:

<b>Firma :</b>	<b>Typ:</b>	<b>Adresse:</b>	<b>Telefon &amp; Fax:</b>	<b>Web &amp; E-Mail</b>
<b>BLOWTHERM S.P.A.</b>	MB-BL 743 MB-WBL 743	I-35134 Padova Via Reni 5	+39 049 6016 00 Fax +39 049 86 44 915	<a href="http://www.blowtherm.com">www.blowtherm.com</a> <a href="mailto:info@blowtherm.com">info@blowtherm.com</a>
<b>GARMAT Europe Spraybooth</b>	743 DB	Industrieterrein 42 B-9420 ERPE-MERE Belgium	+32-53-802801 FAX +32-53-801827	<a href="http://www.garmateurope.com">www.garmateurope.com</a> <a href="mailto:info@garmateurope.com">info@garmateurope.com</a>
<b>LUTRO LUFT- UND TROCKENTECHNIK GmbH</b>	KSP7-BT- DC	D-70771 Leinfelden/ Echterdingen Postfach 300 159	+49 711 790940 Fax +49 711 7909439	<a href="http://www.lutro.de">www.lutro.de</a> <a href="mailto:info@lutro.de">info@lutro.de</a>
<b>NOVA VERTA International spa</b>	Nova-743 DC	Via A. Grandi 35/43/45 I-52100 Arezzo, Italy	+39-0575 370245 Fax +39-0575 355014	<a href="http://www.novaverta.it">www.novaverta.it</a> <a href="mailto:info@novawerta.it">info@novawerta.it</a>
<b>OMIA</b>	GALAXIA-DC	ZI n° 3 Avenue Maryse Bastié 16340 L'ISLE D'ESPAGNAC	+33-545-205151 Fax +33-545-205180	<a href="http://www.omia.fr">www.omia.fr</a> <a href="mailto:omia@omia.fr">omia@omia.fr</a>
<b>Polin &amp; C. S.p.a</b>	HD-MB TL-MB	V.le dell' Industria 9 I-37135 Verona	+39-045-8289111 Fax +39-045-8289122	<a href="http://www.polin.it">www.polin.it</a> <a href="mailto:polin@polin.it">polin@polin.it</a>
<b>SAIMA Meccanica S.p.A.</b>	Gamma II MB	I-52020 Arezzo Indicatore 60/G	+39 0575 987055 Fax +39 0575 987097	<a href="http://www.saimameccanica.com">www.saimameccanica.com</a> <a href="mailto:meccanicaexport@saimanews.com">meccanicaexport@saimanews.com</a>
<b>N.V. Sima S.A.</b>	Sima-743DC	Boulevard Industriel 99 B-7700 Mouscron Belgium	+32-056-856200 Fax +32-056-856201	<a href="http://www.sima.be">www.sima.be</a> <a href="mailto:sima@sima.be">sima@sima.be</a>
<b>USI ITALIA s.r.l.</b>	Chronotech DC (Gas) Multi- Speed DC (Oil) Master DC	I-37139 Verona Via Della Metallurgia 14	+39 045 8510 388 Fax +39 045 989 496	<a href="http://www.usitalia.it">www.usitalia.it</a> <a href="mailto:usitalia@iol.it">usitalia@iol.it</a>
<b>WOLF Anlagen-Technik GmbH &amp; Co KG</b>	TAIFUNO - DC	D-85290 Geisenfeld Münchner Str. 54	+49 8452 990 Fax +49 8452 90 350	<a href="http://www.wolf-geisenfeld.de">www.wolf-geisenfeld.de</a> <a href="mailto:info.ot@wolf-geisenfeld.de">info.ot@wolf-geisenfeld.de</a>

## GOTIS – GSP Online Technics Information System

Sie finden diese Information im Bereich:

> L: Lackierung	> 98.1 Lackiersysteme	>01.0 / 02.0 / 03.0 Lackieranlagen, Vorbereitungsplatz, Spot-Repair
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2. Empfohlene Lackieranlagen-Hersteller, die nur in Nachbarländer exportieren

<i><b>Firma :</b></i>	<i><b>Typ:</b></i>	<i><b>Adresse:</b></i>	<i><b>Telefon &amp; Fax:</b></i>	<i><b>Web &amp; E-Mail</b></i>
<b>Celette Iberica, S.A.</b>	Celette-Sys-40- EXP-DC	Poligono Industrial Cobo Calleja E-28947 Fuenlabrada	+34 91 642 02 62 Fax +34 91 642 01 69	<a href="http://www.celette.com">www.celette.com</a> info@celette.com
<b>SEHON Innovative Lackieranlagen GmbH</b>	Sehon - DC	Herdweg 3 D-75391 Gechingen	+49-7056-939550 Fax +49-7056-9395517	<a href="http://www.sehon.de">www.sehon.de</a> info@sehon.de
<b>Weinmann</b>	Wei-743 DC	3, Rue de la Gare F-67980 Hagenbieten Frankreich	+33-388-595000 Fax +33-388-965850	<a href="http://www.weinmann.fr">www.weinmann.fr</a> weinmanntec@wanadoo.fr
<b>ZHONGDA Industrial Group</b>	ZH-7.4.3-MB	No.100 Kaifang Road, Yancheng, Jiangsu PR. 224003 China	Tel +86-515-8333888 Fax +86-515-833 777	<a href="http://www.zonda.com">www.zonda.com</a> international@zonda.com

Es ist bei einer Angebotsanfrage wichtig, dass die Firmen gebeten werden, ihre Angebote auch bei Sonderanlagen z. B. mit zusätzlichen Trockner, Transporter und Nfz Kabine entsprechend den vereinbarten MB-Spezifikationen (**Mindestanforderungen an eine Lackieranlage für Mercedes-Benz Pkw & Nfz, Stand 2008**) zu erstellen.

Wir empfehlen, diese Kriterien vor dem Einkauf einer Lackieranlage abzuklären und evtl. mit dem zuständigen MPC, VG/GV oder mit der Abteilung GSP/OIE Hr. Woizik Tel. +49 (0)7031 90 44926 abzustimmen.

Mercedes-Benz