FK system – povrchové úpravy, s.r.o.
Karásek 1c
621 00 Brno - Řečkovice

povrchové úpravy
protikorozní ochrana

Výhradní dovozce a distributor mořících přípravků Antox®

Technical conditions of work execution (TCWE)
Steel grit blasting at the blast shop of FK system – povrchové úpravy, s.r.o.

These TCWE do not replace the General Terms and Conditions of FK system – povrchové úpravy, s.r.o.

1. Acceptance of a part for surface treatment

1.1. An order to be emailed at least 1 day in advance to fksystem@fksystem.cz, which is the only address to receive and process orders. Orders are confirmed only electronically by a confirmation sent from the system. Without an order, goods will not be released for treatment.
Among other things, an order must state:
- customer identification
- ref. No. of our offer, if any has been made, or the agreed price
- identification of the part(s) or order
- required surface treatment (blasting + painting, only painting, etc.)
- material (carbon steel, stainless steel, aluminium, etc.)
- specification of the coating system (types of coating materials, layer thickness, pre-treatment of the surface before coating)
- the weight of the part if it is over 1000 kg
- any special requirements for packaging, handling, masking, etc.

1.2. Parts must be delivered with a delivery note referring to the order number under which treatment was ordered.

1.3. Parts to be blasted must be delivered dry, without grease, without any paint or marker markings, etc. and without mechanical impurities including adhesives, burnt foils, etc. Delivery of parts contrary to this point may result in poorer quality or visual quality of the blasted surface; or additional work required to prepare the surface to maintain quality will be charged.

1.4. If there are places and surfaces on the parts that must not be blasted (machined surfaces, sealing surfaces, bearing surfaces), or places and surfaces where abrasives or fine dust must not reach during work (threads, threaded holes), the customer must explicitly mention this fact in the order and at the same time must furnish a drawing to the part where these surfaces will be clearly and unmistakably marked (e.g. with a coloured highlighter).
In the event that the customer does not mark these areas, the contractor is not responsible for blasting these areas or damage to the entire part.

1.5. Unless otherwise agreed with the contractor's technician, the customer must supply auxiliary material to the part, such as blanking caps for flanges, external and internal threads, etc., so that the specified machined surface or internal space can be protected. Otherwise, this auxiliary material will be provided by the contractor and any additional costs incurred will be paid by the customer.

1.6. In the period of winter chemical treatment of roads (salting), it is very advisable to transport parts only on a covered cargo area (box or tarpaulin), both parts for blasting and especially parts that have already been blasted. Salt acts very aggressively on the surface of the part, and even possible packaging in PE foil will not sufficiently protect the parts.
We recommend transporting parts after blasting by tarpaulin vehicles all year round.

1.7. Only a random check is performed on receipt. Any damage can only be detected after work on the parts has started. The number of pieces is not checked. On request, it is possible to order 100% acceptance of parts.

1.8. The date of execution and completion of work will be decided by the blast shop technician.

2. Quality standards:

2.1. Blasting is a technical operation during which corrosion products, scales, paint layers, etc. are removed from the surface of the blasted part. Plastic layers, e.g. rubber, cannot be removed from the surface of the part by blasting.

2.2. The blasted surface of steel parts is evaluated as per standard ČSN ISO 8501-1, which determines the degrees of rusting of the surface A, B, C, D and the degree of surface preparation by blasting Sa 1, Sa2, Sa2½, Sa3.
2.3. The surface after blasting corresponds to the required degree of surface preparation Sa.
2.4. During blasting, the kinetic energy of the abrasive creates internal tension. In certain cases, this fact can be manifested by deformation - bending of the blasted surface. This phenomenon is more pronounced for single-sided blasted surfaces and also for double-sided blasted surfaces of parts made of material with a thickness of up to 3 mm.
When identifying this type of parts, it is advisable to test for possible bending on a test piece. If, for this purpose, the customer consents to this test and the part is significantly deformed or depreciated during the test, compensation for the destroyed part cannot be demanded from the blasting contractor.
2.5. Blasting increases surface roughness.
2.6. After blasting, the parts are blown with compressed air. However, a thin layer of fine dust may remain on the surface. This is not considered a defect.
2.7. The blasted surface of a structural carbon steel part is not protected from corrosion. Oxidation, depending on the environment in which the part is located, will begin to take place almost immediately. The blasting technician will notify the customer of the end of blasting to ensure subsequent anti-corrosion treatment.
2.8. If the blasted surface of the part is exposed to corrosive action or the customer does not ensure anti-corrosion treatment in the shortest possible time (max. up to 8 hours), the resulting corrosion is not considered a defect for which the contractor is liable.
2.9. If the subsequent anti-corrosion treatment of the surface is performed by our company, it is ensured that the subsequent anti-corrosion treatment of the surface is carried out immediately after the surface blasting.
2.10. Before applying protective layers to the blasted surface, it is necessary to clean this surface (see 2.6) so that it meets the requirements for the production of a specific protective layer.

3. Problem areas in term of blasting

3.1. There must be no spaces on the blasted parts in which abrasive could remain without the possibility of its cleaning after completion of the blasting work. In the event that such spaces are present on the part, our technician must be demonstrably informed of this fact. Otherwise, our company bears no responsibility for stuck abrasive and its further action in the part or the entire assembly of parts.

4. Packaging

4.1. Products are not normally packed after blasting. In the event of a request for packaging, each order is processed individually and packaging is subject to a charge.

5. Shipment of parts after surface treatment

5.1. If parts are picked up by an external carrier, it is necessary for the driver to report the name of the company that ordered the surface treatment and the order number for which the treatment was ordered. Without this, it is not possible to identify the order and carry out the loading.
5.2. Our company does not arrange transport nor does it assume any responsibility for proper and careful securing of goods for the purpose of transport on a vehicle. The driver/carrier assumes responsibility for the subject of the order on loading the goods and signing the delivery note.