

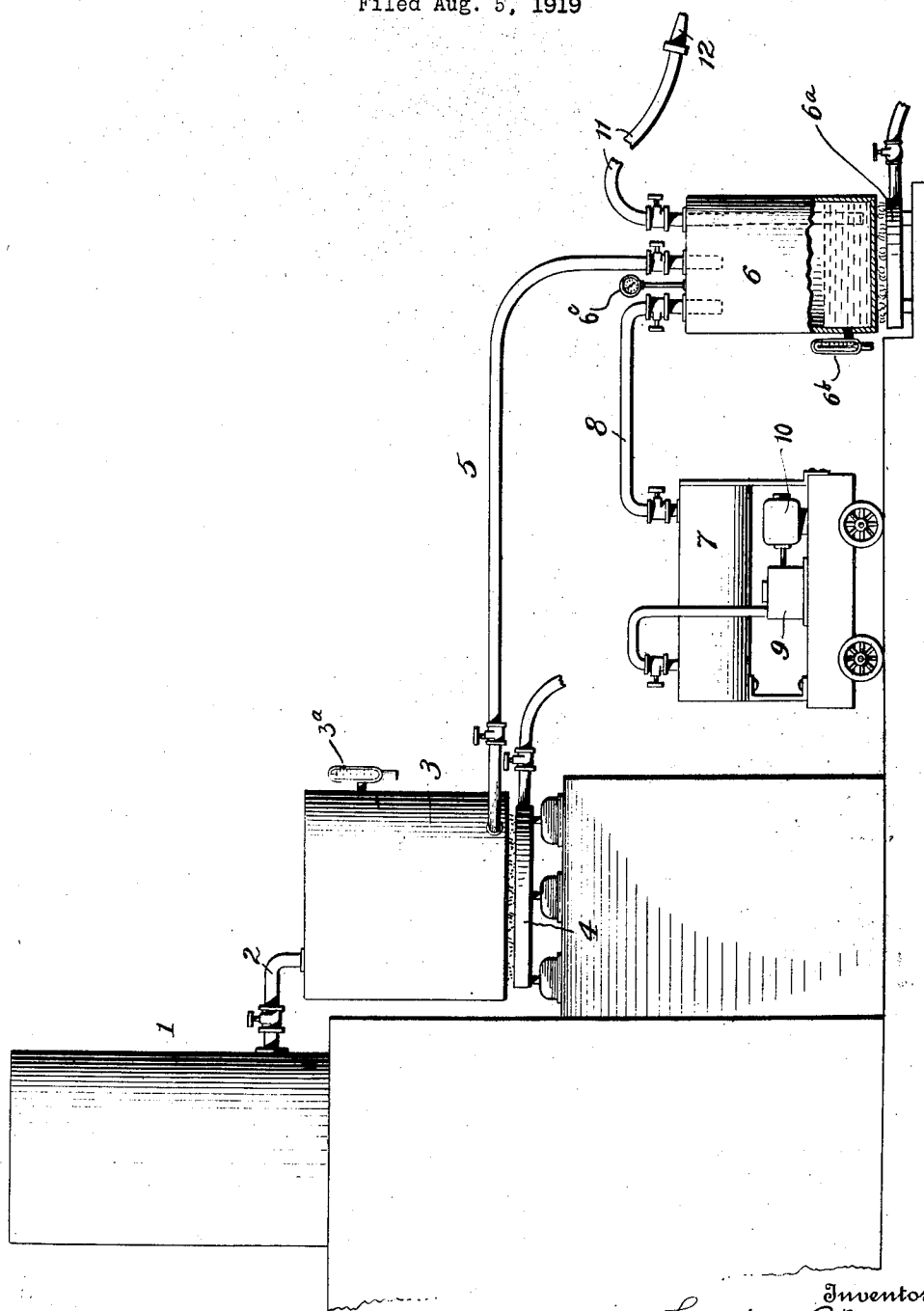
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L. C. MOORE ET AL

METHOD OF REMOVING PAINT, ENAMEL, ETC

Filed Aug. 5, 1919



Witness:

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UNITED STATES PATENT OFFICE.

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METHOD OF REMOVING PAINT, ENAMEL, ETC.

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REISSUED

To all whom it may concern:

Be it known that we, LONDON C. MOORE and WILLIAM T. JACKSON, citizens of the United States, residing at Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Methods of Removing Paint, Enamel, Etc., of which the following is a specification.

Our invention relates to certain new and useful improvements in method of removing paint, enamel, varnish and such like compositions, and while obviously it is applicable to the removal of paint, etc., from all objects, nevertheless it is particularly directed to the removal of paint, varnish, etc., from automobile bodies and associated parts.

The primary object of the invention is to provide a process which will effectively and expeditiously remove these compositions by the use of a solution which attacks the paint or enamel and which is impacted against the latter by a fluid under pressure so as to practically effect cutting of and disintegration and removal of the paint, enamel or whatever the composition to be removed might be, in a simple and quick operation.

In the drawings the figure is an elevation of one form of an apparatus by which the process is carried into practice.

In proceeding in accordance with the present invention the apparatus preferably embodied a tank 1, in which the solution is stored composed of any of the alkalies, such as caustic soda, caustic potash, or soda ash, mixed with soap or soap powder and with either hot or cold water. A valved connection 2 leads from tank 1 to a tank 3, the tank 3 being supplied with a thermometer 3^a for indicating the temperature of the solution which should be at least 212 deg. or at a boiling point before leaving the tank, the tank being subject to the heating action of a gas heater 4 or equivalent. A valved connection 5 leads from tank 3 and delivers into a compressed air tank 6, the several tanks being preferably arranged so that the solution will gravitate from 1 to 3 and from the latter into 6. This, however, is optional.

The tank 6 derives its compressed air from an air storage tank 7, through a valved connection 8, and in turn receives its supply of air from a compressed air pump 9 driven by a motor 10. Under the tank 6 is ar-

ranged a heater 6^a similar to heater 4, by means of which the solution may be still further heated while under pressure of the air to say 350 deg. if necessary, such application of the heat while the solution is under pressure allowing a much higher temperature to be attained than would be possible without such pressure. A flexible hose or the like 11 leads from the compressed air tank 6 and is equipped with a sprayer or nozzle 12 at its outer end. A temperature gage 6^b for the solution and a pressure gage 6^c for the air pressure are provided, the air pressure normally at 50 to 100 lbs.

Assuming an automobile body is to have paint, enamel or such like removed therefrom, the same is brought into proximity to the hose and solution from tank 1 is permitted to gravitate into tank 3, where under the influence of the heat from the heater 4, its temperature will be raised to at least boiling point or 212 deg. until the solution is sufficiently hot. The valves in connection 5 are then opened, thus permitting the solution to gravitate into tank 6 where it seeks the bottom of the tank in a still heated state. The valves of connection 5 are now closed and those of connection 8 opened, allowing the compressed air to enter the tank 6, and acting upon the hot solution therein contained forces the latter through the flexible hose 11, through which it egresses and is sprayed onto the paint of the object being operated upon. Where the paint or composition is very tenacious or difficult of removal, the heater 6^a may be utilized. For ordinary purposes, however, the heater 4 is sufficient, but heater 6^a may be used without heater 4, and vice versa.

The solution is thus impacted under considerable pressure against the paint, the solution acting to soften the paint, while the air pressure simultaneously functions to disintegrate the paint and forcibly separate the same from the object. The solution attacks the paint to initiate disintegration, while the synchronous action of the fluid (air) under pressure, effects completion and removal of the particles so initially disintegrated. Thus the paint is easily and quickly removed.

The apparatus shown is merely by way of example and the compressed fluid employed is to be considered as comprehending all fluids suitable for the purpose.

Having thus described the nature and ob-

jects of our invention, what we claim as new and desire to secure by Letters Patent, is—

1. A process of removing finish coating from a finished-coated surface, which comprises atomizing against such surface, by the agency of a blast of air, an alkaline liquor capable of disintegrating the said finish coating, such liquor being hot when applied to said surface.
2. A process of removing finish coating from a finished-coated surface, which comprises atomizing against such surface, by the agency of a blast of air, an alkaline liquor capable of disintegrating the said finish coating, and such liquor being hot when applied

to said surface, such liquor comprising a solution of an alkali metal hydroxid and an alkaline earth metal hydroxid.

3. A process of removing finish coating from a finished-coated surface, which comprises atomizing against such surface, by the agency of a blast of air, an alkaline liquor capable of disintegrating the said finish coating, such liquor being hot when applied to said surface, and thereafter washing off the loosened coating.

In testimony whereof we have signed our names to this specification.

LONDON C. MOORE.
WILLIAM T. JACKSON.