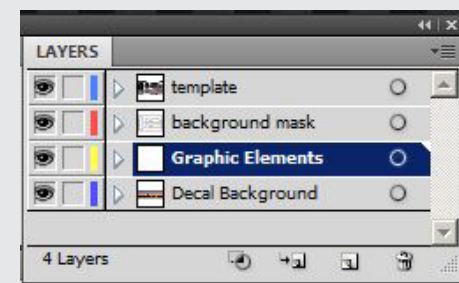


# 2005 Chevrolet Express Cargo Van

scale = 1:20

Vehicle Year, Make and Model is necessary on your document title. A scale should always be provided so a print size can be determined. Half size files work best when using gradients and special effects with a design, but typically result in a much larger file size.



## About the Individual Adobe Illustrator Layers

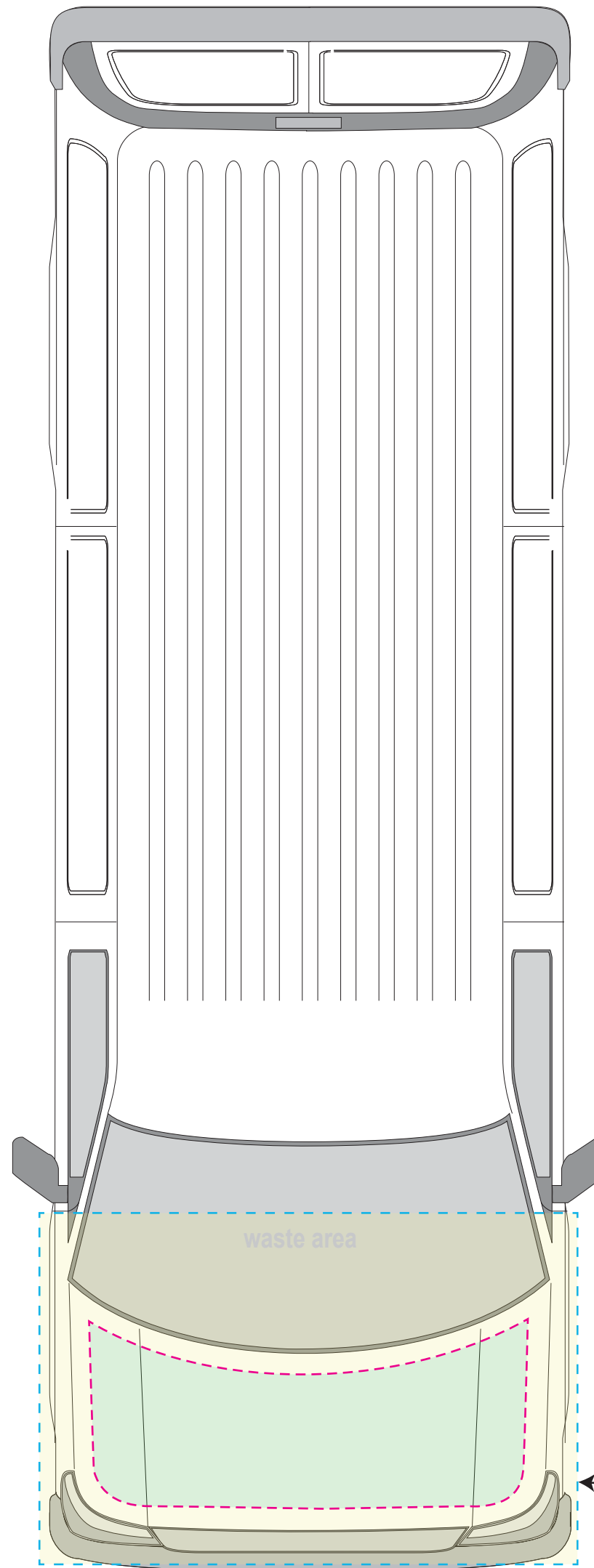
**Graphic Elements Layer** - put the text, logos, phone numbers, and any other small elements on this layer. This layer WILL print. Drop shadow or glow (or similar) filters used must be rasterized onto the background layout upon final setup.

**Template Layer** - This is the template of the car itself. The only thing that shows is the outline only. This layer does NOT print.

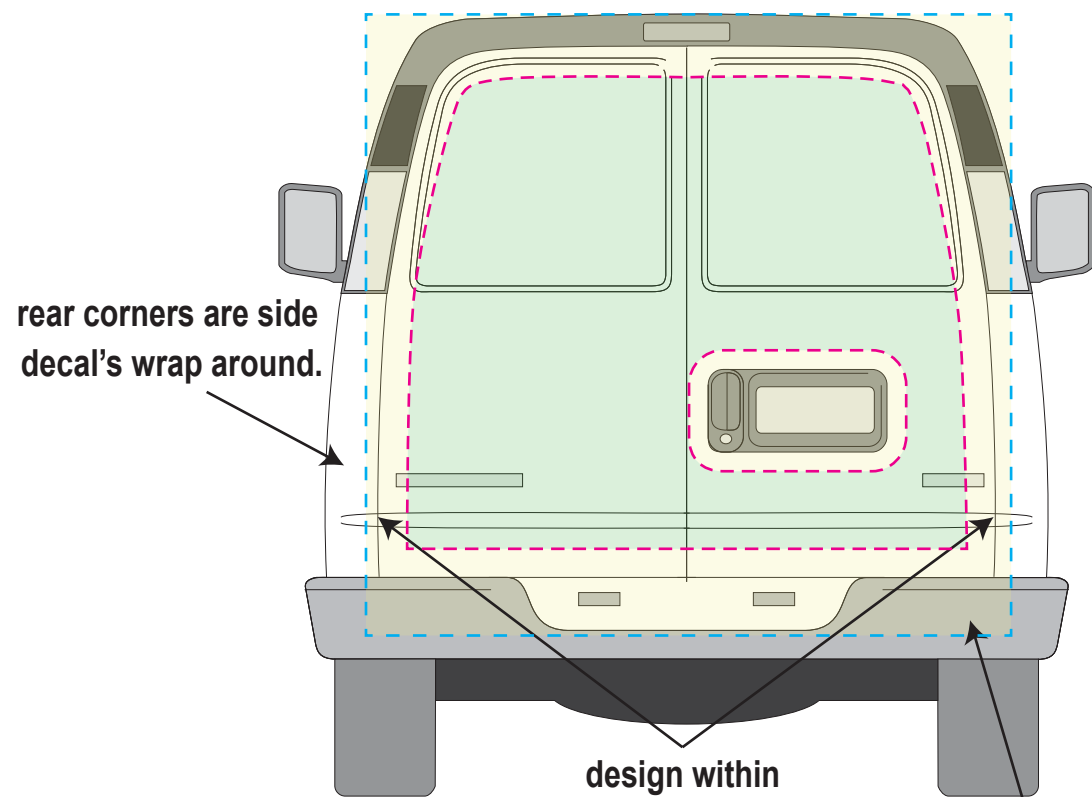
**Background Mask Layer** - This layer is a mask that allows the vehicle to appear wrapped. It's typically setup with an 80% transparency so you are able to see the square decal that is printed. Any area affected by this mask transparency (lightened area) is considered waste. This layer does NOT print.

**Decal Background Layer** - This layer is setup as the full print size of the decal. At 1:20 scale 2.95" = 59.5" actual print size. 59.5" is the maximum print space allowed by the printer on 60" material. Always setup the background element a minimum of 6" (or 10" maximum) bleed for installation purposes.

allow a minimum of 6" bleed all around for installation purposes.

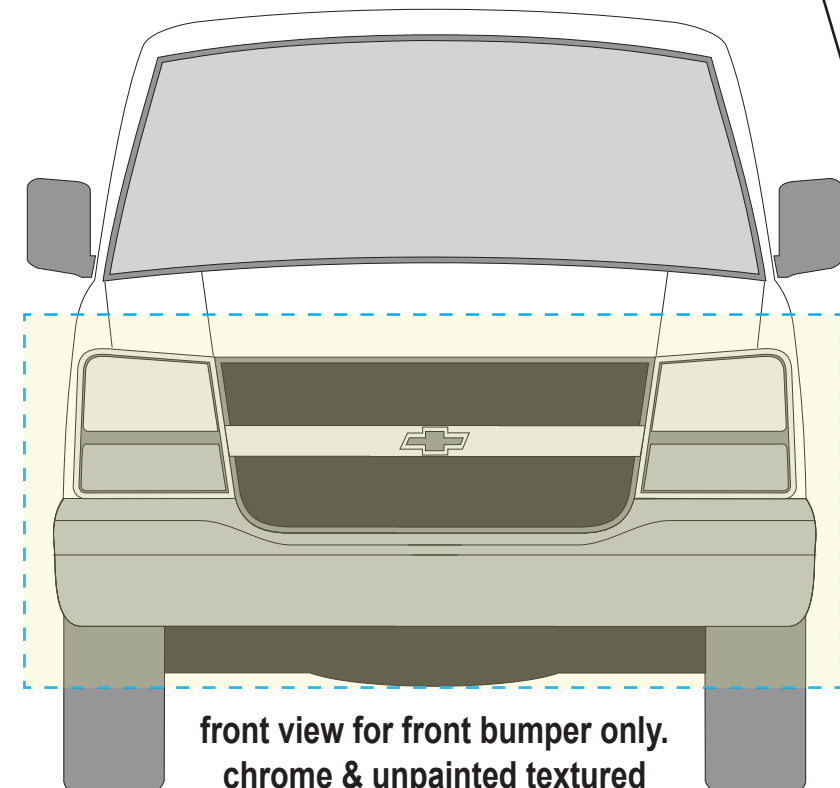


top view used for hood and roof design only.



rear corners are side decal's wrap around.

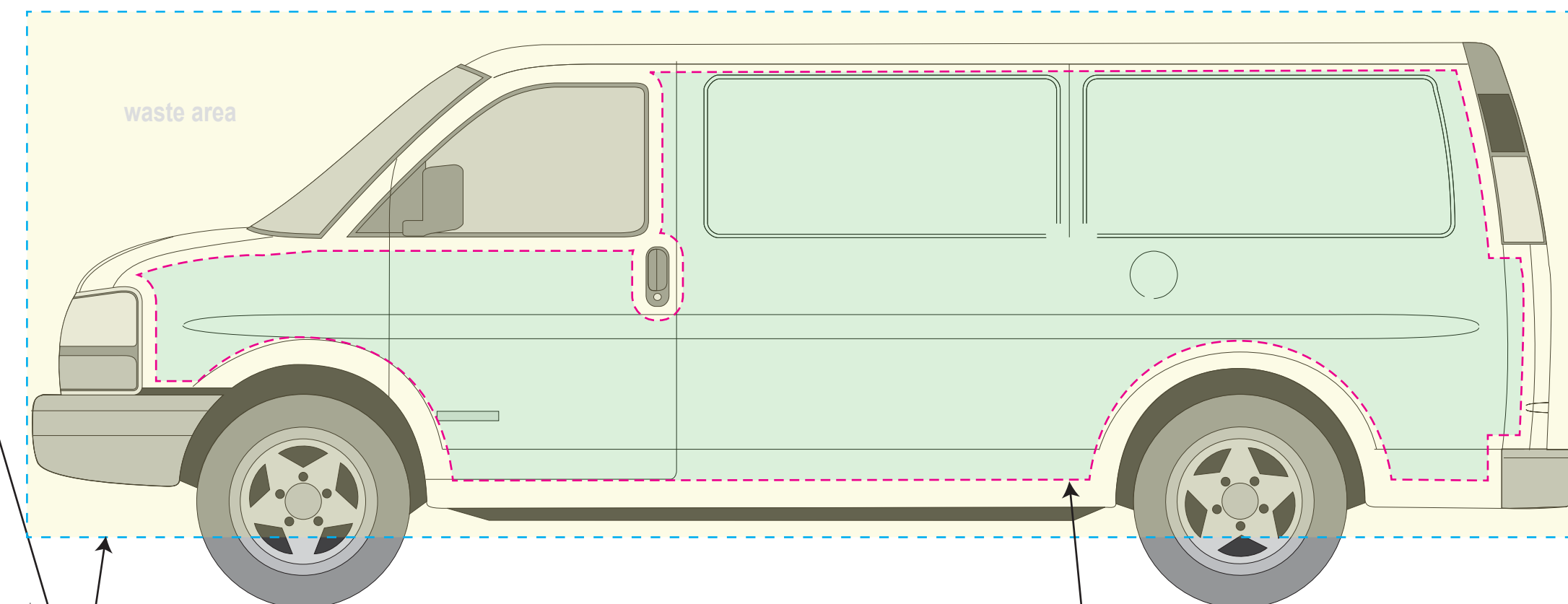
design within back door edges



front view for front bumper only. chrome & unpainted textured plastic will not be wrapped.



chrome & unpainted textured plastic will not be wrapped.



224,1" / 5692 mm

**SAFE MARGIN:** It is recommended to not place any graphic element outside of this area indicated.

**2D Decal Limits/Edge**  
The image bleed should extend to dashed line area.

# Vehicle Wrap Design Guide

This template has been setup in adobe illustrator using a multi-layered format which allows for easier printing and setup. Please always keep the template layer and mask separate from the printing layer. When printing the files, we will turn off all layers that should not print. The mask layer is used to show the decal limits (edges) and the required 6" -10" bleed top, bottom, left and right. No template is perfect. They are only used as a visual guide for design. When placing graphics and elements onto a design, it is important that the items have a 2" floating gutter for installation or actual vehicle shift allowances (see diagram with pink dashed line and green fill). Do not place items too close to the edges of the fenders, door handles, lights or side bumper guards. If placed too precise, the items may drop off upon installation final installation. The installer needs this bleed so the flat decal conforms to the vehicle's 3D shape.

**TEMPLATE VERIFICATION:** When designing a vehicle wrap, it is imperative to confirm and cross check all measurements and vehicle characteristics/specs with the template being used. Special note needs to be made on any unpainted textured plastic bumpers, door guards and door handles. These textured plastic areas (typically not painted) as well as chrome on a vehicle will not be wrapped. As a safe measure, we ask that all vehicle wraps accompany a *straight-on* photograph of all four sides of the vehicle which will be receiving the decals.

**Resolution:** when using images at 1:20 scaled templates, we highly recommend 85-100dpi at final print size. At 1:20 scale, placed images should be 1700-2000dpi if placed into design at 100% size. Manually increasing an image's resolution doesn't improve an image's output quality, it will simply soften its pixelated appearance. In many cases this is the only solution to low-resolution images. Any images exceeding 100dpi final print size will only result in a larger file which doesn't result in a higher quality print.

**Color:** utilize spot colors when possible, whereas spot colors typically print more vibrant on our 8 color printer. 4 color builds (4cp) will be limited to 4 colors on a 8 color printer. Our Rip software contains customized ICC profiles which will convert spot colors to the 8 print color, resulting in a much more vibrant color typically closer to the actual pantone spot in reference. We cannot print metallic or fluorescent spot colors, nor can we match a pantone color exactly. If you have a color that is very critical, it is imperative that your Graphics Central, Inc. contact is aware of this request before a job is opened. When a color is very critical, we will supply you a sample print for your approval before a job will be completed (additional print fees may apply).

**Fonts:** Before submitting your final/approved files to Graphics Central, Inc. to print, please outline all your fonts/convert them to curves. If Graphics Central, Inc. is to make revisions to your files; you must supply the fonts and native files when submitting your print ready files.

**Filters & Special Effects:** Illustrator has special effects such as drop shadows and outer glows that can be placed on any vector element. Although a wonderful addition to the Illustrator software, it has posed problems when a rip converts the information to a file for the printer. When using these special effects, it is highly recommended to complete these in Photoshop and placing the flat TIF file back into Illustrator. Another solution is to completely rasterize (in photoshop) the illustrator eps file (minus the template and mask layer), save as a high-resolution flat tiff file and place into Illustrator as an image. Placed Photoshop (psd) files with a transparent background must either contain a clipping path or be rasterized as a complete decal as well. When rasterizing an eps file in photoshop, the image must fall within the resolution requirements as listed above. When these steps are not followed, a faint box will appear around any element using these special effects or transparent backgrounds.



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