

# Product Data Sheet

March 2014

INTERNATIONAL MASTER  
FOR PROFESSIONAL USE ONLY



## J1842V

### 2K Matt Clearcoat System (using P210-8815 HS+ Hardener)

<i>Product</i>	<i>Description</i>
P190-1062	Clearcoat - Matt
P190-1063	Clearcoat – Semi Gloss
P210-8815	HS Plus Hardener
P850-1693/1694	2K Low VOC Thinner

#### Product Description

The clearcoats P190-1062 – Matt and P190-1063 – Semi Gloss, have been designed to reproduce the range of low gloss finishes found on components for use over AQUABASE® and AQUABASE® PLUS.

The Nexa Autocolor Matt Clearcoat System is versatile 2K acrylic urethane clearcoats designed for the specialised repairs of vehicles or areas of vehicles originally finished with Matt or Low gloss clearcoat over a single or multistage colour basecoat system (e.g. Mercedes full body Matt Finish).

To allow for the normal gloss variations - due to colour, model, position of repair on vehicle etc., the actual mix of the two Clearcoats can be varied to match the vehicle to be repaired.

The P190-1062/-1063 or mixes may be used over rigid plastics without the need for special additives.

The P190-1062/-1063 Clearcoats can be used with HS Plus hardener P210-8815.

**Substrates/Preparation**

When masking a repair, care should be taken to minimise direct contact of masking tape onto the original Matt finish. Where it is necessary to use masking tape directly on the original finish, the tape must be removed before baking to avoid marking of the original which may not recover.

P190-1062 / P190-1063 or mixes of the two can be applied over : -

- P989-line *Aquabase*® Plus basecoat
- P965-line *Aquabase*® basecoat

The P190-1062/-1063 Clearcoats must be applied on top of a clean and dust-free basecoat. The light use of a tack cloth is recommended after the basecoat has flashed off.

Care should be taken to avoid dirt inclusion at all stages. Rectification of dirt inclusion in Matt or Low Gloss finishes is not possible after the final coat of clearcoat.

## PROCESS

### P190-1062/-1063 MIX RATIOS

To allow for normal variations in the gloss level, depending on colour, model, position of repair on vehicle, it is possible to mix the P190-1062 and P190-1063 together in any ratio to match the required gloss for a particular repair. The % ratio's quoted below are the best start point for the 5 gloss level ranges.

Gloss Level	MC01	MC02	MC03	MC04	MC05
	<b>Matt</b> e.g. Lamborghini full body Matt Finish		<b>Low Gloss</b> e.g. Mercedes, Smart, BMW, Fiat full body Matt finishes		<b>Semi Gloss</b> e.g. Older Mercedes Plastic side mouldings
Clearcoat	Percentage Parts by Weight (%)				
P190-1062	100	70	50	30	0
P190-1063	0	30	50	70	100

The resulting mix is then activated and thinned as below.

**Note: Test panels MUST be produced using the intended hardener/thinner/ratio/spraygun combination to check for colour and gloss level against the vehicle to be repaired. P850-1693 Thinner is recommended to only be used on small areas or components (Mirror covers etc.)**

**CHOICE OF THINNER**

Smaller areas / Verticals / Higher Gloss  
Below 25°C  
Smaller Spraygun tip size

Larger Areas / Horizontals / Lower Gloss  
Above 25°C  
Larger Spraygun tip size



Faster Thinner








Slower Thinner

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# PROCESS

## Standard Systems

	<p>By Volume</p> <p>P190-1062/-1063                      5 parts                  P210-8815                                      1 part                  P850-1693/4/5 or                      3.5 parts                  P850-1492/3/4</p>	<p>By Weight</p> <p>See table, Page 4</p>
	<p>15 secs. DIN4 at 20°C</p> <p>Pot life at 20°C: 1 - 2 hours depending on hardener/thinner</p>	
	<p><b>Fluid Tip</b></p> <p>Gravity Fed:                                      1.2 - 1.4 mm</p> <p>Inlet Pressure:                                      Refer to spraygun manufacturers instructions                  (normally 2 bar/30 psi inlet)</p>	
	<p><b>Application</b></p> <p>1 Full single coat, Flash off until evenly Matt all over                  +                  1 Full single coat followed immediately by lighter (½ coat) cross coat.                  Flash off until evenly Matt all over before baking.</p>	
	<p>15 - 30 minutes, or until fully and evenly matt over the whole repair area*,                  flash-off is required between coats.</p> <p>15 - 30 minutes, or until fully and evenly matt over the whole repair area*,                  flash-off is required before baking.</p> <p><b>*Note:</b> Allowing the Clearcoat to flash off fully between coats and before bake is                  important to achieve an even appearance and gloss level over the whole area.                  The actual flash off times will depend on the hardener/thinner combination                  required to achieve the correct gloss effect and could vary between 15 – 45 minutes.</p>	
	<p>With P210-8815 Hardener</p> <p>Bake at metal temp. of 60°C : 30 - 35 minutes</p> <p>Into service : When cool</p>	
	<p>Short-wave : 8-15 minutes, full power                  Medium-wave : 15 minutes, full power                  (depending on colour and equipment)</p>	

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## General Process Notes

### PAINT TEMPERATURE

As with all paint systems, optimum spray application is achieved if the paint, hardener and thinner, are allowed to reach room temperature (20-25°C) before use. This is particularly important for high solids systems. Application performance may be adversely affected if paint is allowed to cool to 15°C or below

### INFRA-RED DRYING

Drying times are dependent upon colour and equipment. Refer to manufacturer's instructions for set-up details.

When using Aquabase or Aquabase Plus basecoat, it is particularly important to ensure the basecoat is thoroughly dry before applying the clearcoat.

### RECOATABILITY

P190-1062/-1063 are fully recoatable after the "into-service" times.

### RECTIFICATION

To remove minor dirt inclusions in the final finish, the repair should be fully dried, de-nibbed after cooling and **one** further coat of the Clearcoat Mix applied. Care should be taken to avoid too high clearcoat film thicknesses because the final colour could be affected. In this situation, the repair will require sanding and recoating with Basecoat and Clearcoat.

Dirt removal from the final Matt Finish is not possible.

### OTHER POINTS TO NOTE

The Gloss levels achieved with this clear may vary depending upon film thickness and application. Low film thickness and dry application will give a Lower Gloss. High film thickness and wet application will give a higher gloss level.

It is recommended that this clear be used for complete panel repair only.

When using 2-pack products it is highly recommended to clean the gun thoroughly immediately after use.

### GUIDELINES FOR WEIGHT MIXING

Where a specific volume of clearcoat mix is required, this may be best achieved by weight mixing, using the guidelines below. The weights are cumulative - please do **NOT** tare the balance between additions.

WEIGHT MIX GUIDE using 16xx thinners			
Target Volume of RFU Paint required (Litres) @ 5/1/3.5	Weight P190-1062/P190-1063	Weight P210-8815	Weight P850-1693/1694
0.10 L	55g	66g	96g
0.25 L	137g	165g	240g
0.33 L	181g	217g	317g
0.60 L	328g	395g	576g
0.75 L	410g	494g	720g
1.0 L	547g	659g	961g

## General Process Notes

### REPAIR OF FULL BODY MATT FINISHES BLENDING THE WB BASECOAT + DUAL CLEAR MATT REPAIR PROCESS

Fading out of the Matt Clearcoat itself is not possible because the resulting clearcoat edge cannot be successfully polished to give an invisible repair. However, depending on the colour and the effect of the OEM clearcoat, the WB basecoat layer can be faded out as normal, followed by the Dual Clear Matt Repair Process to the next convenient panel edge, using the steps listed below.

To allow for the normal gloss variations - due to colour, model, position of repair on vehicle etc., the actual mix of the two Matt Clearcoats can be varied to match the gloss level of the vehicle to be repaired. Using the P190-6659 as the 1<sup>st</sup> coat in this process will result in a slightly higher gloss than when the P190-1062/-1063 are used as normal for both coats.

Note: Test panels MUST be produced to check for colour and gloss level against the vehicle to be repaired. It is important to spray these test panels with the ancillaries, application method and conditions that will be used for the actual car.

Activation by Volume or refer to relevant TDS or IT for Weight Activation

P190-6659	3 volumes	P190-1062/-1063	5 volumes
P210-8815 Hardener	1 volume	Hardener	1 volume
P852-1689 Thinner	0.6 volumes	Thinner	3.5 volumes

- Step 1. Prepare the whole panel to be faded onto up to the panel edge or to a break line.  
Apply coats of normally thinned WB basecoat to the repaired panels to achieve the required coverage.
- Step 2. Blend the basecoat as normal 60% across the fade out panel.
- Step 3. 1<sup>st</sup> coat Clearcoat - Using the P190-6659 Clearcoat, apply 1 single coat to the whole repair area.  
Allow this coat to flash-off for 30 minutes before applying the Matt Clearcoat.
- Step 4. 2<sup>nd</sup> Coat Clearcoat - Use the P190-1062/-1063 Matt Clearcoat mix established from the test panels to give to best gloss level match to the area of the vehicle being repaired.
- Activate & apply the Matt Clearcoat mix over the whole repair area using the application recommendation given earlier.

## General Process Notes

### GENERAL CARE AND MAINTENANCE OF MATT FINISHES

The following guidance on Care and Cleaning of matt finish vehicles is aimed at the car owner, and applies to both the OE and the repair finish. Particular care must be taken with Matt Finishes to maintain an original even Matt effect.

#### Guidance for the car owner on maintaining the even matt effect over time

Matt/Gloss finishes can be relatively easily marked with general handling and day to day use (door/bonnet/boot opening, shoe scuffing on entry or exit of vehicle etc.). Care should be taken with these operations because marking or changing of the Matt effect could result.

Care should be taken to avoid spillage of fuel onto the Matt/Low Gloss finishes. Spilt fuel should be removed as soon as possible using the washing guidelines below, to avoid permanent damage or altering of the Matt/Low Gloss effect.

1. In order to keep the Matt surface effect, the use of paint cleaner, abrasives or polishes and wax polishes **must** be avoided. The vehicle **must** not be polished.
2. Polishing will lead to a higher, uneven gloss effect.
3. Cleaning/Polishing with unsuitable materials could alter the Matt effect (generally increased gloss).
4. Automated car washing machines should be avoided. The preferred car washing method is by hand with a soft sponge, neutral soap and lots of water. Too frequent car washing could over a period of time lead to increased and inconsistent gloss levels across a car panel. Washing under direct sunlight should be avoided.
5. Insects and bird residues should be removed immediately. The residues should be soaked in water to soften and/or removed carefully with a high pressure cleaning equipment. In the case of strongly adhered residues, a spray on insect remover should be used prior to washing.
6. Whenever using any type of cleaning fluids with soft sponges or cloths, it is essential not to apply pressure or rub the Matt finish. A gentle wipe/spray on, wipe off technique should be used. Applying pressure will alter the Matt effect and result in an uneven appearance.

**VOC INFORMATION**

The EU limit value for this product (product category: IIB.e) in ready to use form is max. 840g/litre of VOC. The VOC content of this product in ready to use form is max. 840g/litre. Depending on the chosen mode of use, the actual ready to use VOC of this product may be lower than that specified by the EU Directive code.

**These products are for professional use only**, and are not to be used for purposes other than those specified. The information on this TDS is based on present scientific and technical knowledge, and it is the responsibility of the user to take all necessary steps in order to ensure the suitability of the product for the intended purpose.

For Health and Safety information please refer to the material Safety Data Sheet, also available at: [www.nexaautocolor.com](http://www.nexaautocolor.com)

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