

Product Data Sheet

March 2013

INTERNATIONAL MASTER FOR PROFESSIONAL USE ONLY

10125

Engine Bay Repair System Engine Bay Basic P425-EB02

<i>Product</i>	<i>Description</i>
P425-EB02	Engine Bay Basic – 2K System
P210-832/-796/-798	2K Hardeners
P850-1692 / 1693 / 1694 / 1695	2K Low VOC thinner
P420- / P425- / P429-line	2K MS Mixing Basics

Product Description

P425-EB02 forms part of the Engine Bay Repair System, designed to simplify repairs to cars with a specific Engine Bay colour.

New engine bay colour formulations on colour IT systems and fiche include the addition of P425-EB02 Engine Bay System Basic. Once activated and thinned the resultant mix is capable of providing an accurately matched finish for engine bay (and other internal) areas, and can be directly applied to scuffed electrocoat and etch primed bare metal. This removes the need to undercoat and colour the internal area, saving time and materials.

In addition the engine bay colour mix can be applied to external panels where it can perform the role of a recoatable wet-on-wet layer, and allows internal and external areas to be coated in one step, thus saving time.

Substrates and Preparation

P425-EB02 should only be applied over :-

New panels in good quality Electrocoat, for maximum durability it is recommended that the Electrocoat is sanded using Red **Scotch-Brite™**, leaving it as in tact as possible, prior to application of the Engine Bay Colour.

Well scuffed and degreased bare steel : Use **Nexa Autocolor** 2-pack Etch Primer or 2K Epoxy Primer for maximum durability. Aluminium must be Etch or 2K Epoxy primed.

Well flatted GRP, polyester fillers, works primer and old finishes in sound condition

Good preparation is vital in order to obtain the best results from these products

Process

	<p>Mix the P560-line Engine Bay internal colour in accordance with the colour information on IT systems or microfiche. DO NOT add any matting agent to the engine bay colour.</p> <p>Then:</p> <table border="0"> <tr> <td>Engine bay colour</td> <td>3 parts</td> </tr> <tr> <td>P210-832/-796/-798</td> <td>1 part</td> </tr> <tr> <td>P850-1692/-1693/-1694</td> <td>0.4 – 0.6 parts</td> </tr> </table> <p>For Wet-on-Wet process:</p> <table border="0"> <tr> <td>Engine bay colour</td> <td>3 parts</td> </tr> <tr> <td>P210-832/-796/-798</td> <td>1 part</td> </tr> <tr> <td>P850-1692/-1693/-1694</td> <td>1 part</td> </tr> </table>	Engine bay colour	3 parts	P210-832/-796/-798	1 part	P850-1692/-1693/-1694	0.4 – 0.6 parts	Engine bay colour	3 parts	P210-832/-796/-798	1 part	P850-1692/-1693/-1694	1 part
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	<p>Fluid Tip:</p> <table border="0"> <tr> <td>Gravity Fed:</td> <td>1.4 - 1.6 mm</td> </tr> <tr> <td>Suction Fed:</td> <td>1.6 - 1.8 mm</td> </tr> <tr> <td>Inlet Pressure:</td> <td>As recommended by spraygun manufacturer. (normally 2 bar or 30 psi).</td> </tr> </table>	Gravity Fed:	1.4 - 1.6 mm	Suction Fed:	1.6 - 1.8 mm	Inlet Pressure:	As recommended by spraygun manufacturer. (normally 2 bar or 30 psi).						
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	<p>Apply 1 double coat or two single coats to give a film thickness of 25-40 microns</p>												
	<p>5 minutes flash-off between coats if using single coats.</p>												
	<p>For non wet-on-wet process Dry as normal 2K topcoat (i.e. 30 mins @ 60°C metal temp or 16 hrs air dry)</p> <p>For wet-on-wet process, air-dry at 20°C before topcoating : Flash-off 15 minutes at 20°C before topcoating when using P210-796/-798 hardener. Flash-off 10 minutes at 20°C before topcoating when using P210-832 hardener.</p>												
	<p>Normally the Engine bay colour does not require flatting and should be directly topcoated. If some dirt inclusion occurs, light wet flatting/denibbing can be carried out after 20-30 minutes using P1200 or finer flatting paper.</p>												
<p>TOPCOAT</p>	<p>Areas requiring topcoat can be directly topcoated with 2K basecoat (P422-) and 2K solid colours (P420-/P421).</p>												

GENERAL PROCESS NOTES

PROCESS STEPS

Non Wet-on-Wet process

1. Select the correct engine bay colour using either the car colour register or the Engine Bay Fan Decks.
2. Using the normal colour retrieval system (Fiche or IT system) mix the Engine Bay Colour, which includes the addition of P425-EB02 Engine Bay System Basic.
3. Activate and thin the engine bay colour and apply directly to the internal area. Undercoat and topcoat external areas as normal.

Wet-on-Wet Process

Follow steps 1 & 2 above.

- 3 Activate and thin the Engine Bay Colour as recommended for a wet-on-wet process and apply to both the engine bay (or other internal areas) and all external panels that need topcoating.
4. Flash-off for 10-15 minutes (depending on which hardener has been chosen). Mask off the internal area if necessary.
5. Apply the topcoat and bake. Engine bay colours can be topcoated with 2K basecoat (P422-line) and 2K topcoats (P420 / P421-).

ADDITIONAL NOTES

DO NOT add any matting agent or blending clear to engine bay colour mixes.

CHOICE OF HARDENER AND THINNER

The choice of hardener dictates the speed of drying. Use 832 Hardener for maximum speed, and 796 or 798 for larger jobs or warm conditions. It is normal to use the same hardener in both the engine bay colour and the clearcoat or topcoat of the external colour.

The exact choice of thinner will depend on the size of job, temperature, air movement and gun setup used. The following temperature ranges should be used for guidance only :-

Recommended Thinner	Temperature range
P852-1692	up to 20°C
P852-1693/-1694	20-30°C
P850-1695	above 30°C

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

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