

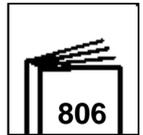
MATT / SEMI-GLOSS CLEARS

1.360.0710 / 1.360.0750

2K ACRYLIC MATT / SEMI GLOSS CLEARS

The **MATT / SEMI-GLOSS CLEARS** system consists of two versatile 2K acrylic urethane clearcoats designed to reproduce a range of low gloss levels for the specialised repairs of vehicles or areas of vehicles originally finished with a 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 0710 / 0750 or mixes of the two may be used over rigid plastics without the need for special additives.



SUBSTRATES

MaxMeyer AquaMax and **AquaMax Extra** basecoats. Can also be used over **MaxiCar** basecoat in areas not controlled by EU Directive 2004/42.

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.

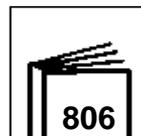
The 1.360.0710 / 1.360.0750 or mixes must be applied on top of a clean and dust free basecoat. Allow the basecoat to flash off thoroughly before application of the Matt / Semi-Gloss Clear. Lightly tack off with an appropriate tack cloth before the application of the clearcoat.

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.



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GLOSS LEVELS

1.360.0710 / 1.360.0750 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 0710 and 0750 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	TO01	TO02	TO03	TO04	TO05
	Matt e.g. Lamborghini full body Matt Finish		Low Gloss e.g. Mercedes, Smart, BMW, Fiat full body Matt finishes		Semi Gloss e.g. Mercedes Plastic side mouldings
Clearcoat	Percentage Parts by Weight (%)				
0710	100	85	70	40	0
0750	0	15	30	60	100

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. 4310 / 2510 / 2710 Thinners are recommended to only be used on small areas or components (Mirror covers etc.)

HARDENERS - THINNERS

HARDENERS	4000	Slow	Panel repairs and total repairs over 25°C
	6000	Rapid	Panel repairs and total repairs below 25°C.
THINNER	4310 2510 2710	Normal	Small area repairs.
	4320 2520 2720	Slow	Panel repairs below 25°C.
	4330 2530 2730	Extra Slow	Total repairs and panel repairs over 25°C

HARDENER / THINNER / MIX RATIO SELECTION

Smaller areas / Verticals / Higher Gloss

Below 25°C

Smaller Spraygun tip size

← Faster Hardener/Thinner

Larger Areas / Horizontals / Lower Gloss

Above 25°C

Larger Spraygun tip size

→ Slower Hardener/Thinner

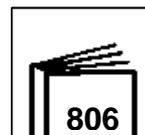
	MIX RATIO / VOLUME
0710 / 0750 HARDENER THINNER	2 1 1
VISCOSITY- DIN4, 20° C POT LIFE	15" 2 hours

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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.



STANDARD THINNERS

Target Volume of RFU Paint required (Litres) @ 2/1/1	Weight Clearcoat 0710 / 0750 or Blends	Weight Hardener 4000 / 6000	Weight Thinner 4310/4320/4330 2510/2520/2530
DO NOT TARE THE SCALE BETWEEN ADDITIONS			
0.1	52 g	77 g	99 g
0.2	104 g	153 g	198 g
0.25	130 g	192 g	248 g
0.33	172 g	253 g	327 g
0.5	260 g	383 g	496 g
0.75	390 g	575 g	743 g
1.0	520 g	766 g	991 g
1.5	780 g	1149 g	1487 g
2.0	1040 g	1533 g	1983 g
2.5	1300 g	1916 g	2478 g

LOW VOC THINNERS

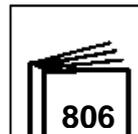
Target Volume of RFU Paint required (Litres) @ 2/1/1	Weight Clearcoat 0710 / 0750 or Blends	Weight Hardener 4000 / 6000	Weight Thinner 2710/2720/2730
DO NOT TARE THE SCALE BETWEEN ADDITIONS			
0.1	52 g	77 g	97 g
0.2	104 g	153 g	194 g
0.25	130 g	192 g	243 g
0.33	172 g	253 g	321 g
0.5	260 g	383 g	486 g
0.75	390 g	575 g	728 g
1.0	520 g	766 g	971 g
1.5	780 g	1149 g	1457 g
2.0	1040 g	1533 g	1943 g
2.5	1300 g	1916 g	2428 g

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APPLICATION

Gun setup	Conventional	High transfer efficiency
Gravity spray gun nozzle (mm)	1.3 - 1.4	1.2 - 1.4
Pressure at the gun (bar)	3 - 3.5	normally 2 (see manufacturers recommendation).
Application	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.	
Number of coats	2 (see application above)	
Suggested thickness	45 - 55 microns	



FLASH OFF AND DRYING

Flash between coats 15 - 30 minutes or until fully and evenly matt over the whole repair area.*

Flash before Force Drying 15 - 30 minutes or until fully and evenly matt over the whole repair area.*

***Note:** Allowing the Clearcoat Mix 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.

FORCE DRYING 30-40mins, 60°C

INFRARED DRYING

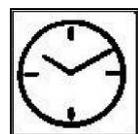
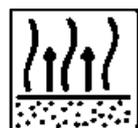
Flash before/IR dry 5-7 minutes

Medium waves 20 minutes

Short waves 15 minutes

(Depending on colour and equipment)

Into Service: When Cool



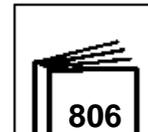
RECOATABILITY

The MATT/ SEMI GLOSS CLEARS are fully recoatable after the "Into Service" times.

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REPAIR OF FULL BODY MATT FINISHES - BLENDING THE WB BASECOAT



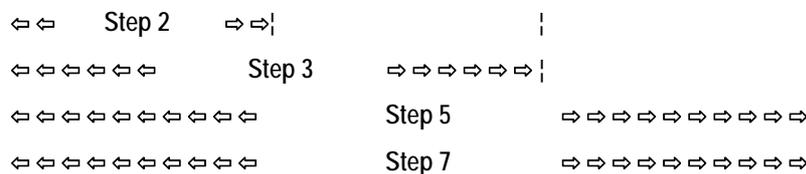
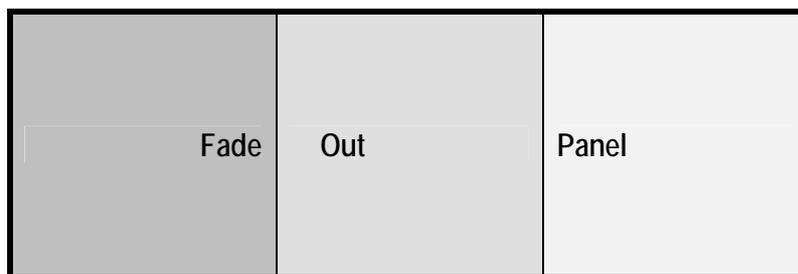
Fading out of the Matt Clearcoat itself is not possible because the resulting clearcoat edge cannot be successfully polished to give an invisible repair. However, depending on the colour (Lighter shades) and the effect of the OEM clearcoat, the WB basecoat layer can be faded out using the steps listed below, followed by Matt clearcoating to the next convenient panel edge. When using MaxiCar basecoat under the Matt Clearcoat, the basecoat can be blended as normal.

Note: - For darker colours (especially black) depending on the impact of the OEM matt clearcoat on the overall colour match, it is possible that the repair clearcoat combined with the OEM clearcoat could affect the colour compared to the next panel. In such cases this blending technique may not be possible and complete panel repair with basecoat and clearcoat is a more practical option.

1. Prepare the whole panel to be faded onto up to the panel edge or to a break line.
2. Fade the normally thinned basecoat to approx. 30% across the fade out panel at reduced spraygun pressure.
3. Mix some of the remaining thinned basecoat in the gun pot, 1 part basecoat to 3 parts A081 Clear Base. Using the resulting basecoat mix, fade the basecoat further to approx. 60% across the fade out panel, again at reduced spraygun pressure.
4. Pour out the reduced basecoat from the previous step from the gun pot, leaving a small amount of colour on the sides of the pot. Then add enough A081 for the application of 1 full coat to the fade out panel. Stir the mix to incorporate the small amount of basecoat colour to give the A081 Clear Base a slight tint.
5. Apply 1 full coat of the tinted Clear Base layer over the whole of fade out panel, up to the edge where the Matt Clearcoat will be applied. This coat is applied at normal basecoat pressure.

This step will provide an even surface to apply the Matt Clearcoat over. Omitting this step will leave a basecoat edge which could result in uneven gloss levels across the panel.

6. Allow the basecoat to fully flash off as normal before applying the Matt Clearcoat.
7. Using the Matt Clearcoat mix established from the test panels to give to best gloss level match to the area of the vehicle being repaired, apply the Matt Clearcoat following the application recommendation given earlier.

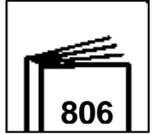


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RECTIFICATION

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 Low Gloss Clear Mix applied. Care should be taken to avoid too high clear film thicknesses because the final colour could be affected. In this situation, the repair will require sanding and recoating with Basecoat and Clear.

Dirt removal from the final Matt finish is not possible.



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.

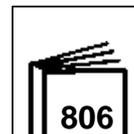
Care should be taken to avoid spillage of fuel onto the Matt/Low Gloss finishes. Spilt fuel should be removed as soon as possible using the washing guidelines below, to avoid permanent damage or altering of the Matt/Low Gloss effect.

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.

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TECHNICAL DATA

Storage	Store in a cool dry place away from heat
Theoretical coverage	6,2 sqm/l of ready for use product, 50 microns thickness



SAFETY AND HANDLING

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.maxmeyer.com



For further information please contact:

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