Technical Information Zinc Alu Spray



Zinc Alu Primer for zinc-plated parts and surfaces, which have been damaged by welding, sanding, drilling, transportation etc., and which have to repaired or adapted to colour shade.

Also suitable as excellent corrosion protection for metal surfaces and blanc iron metals. Suitable for only a limited extend on aluminium.

For bigger metal surfaces, which are especially exposed to corrosion, use DUPLI-COLOR Zinc Spray art.no. 191435.

Quality and properties

- Rust-protecting
- Heat-resistant up to 300°C
- Resistant to changing temperatures
- Good flow
- Coatable with air-drying acrylic, nitro-combi and synthetic lacquers

Physical and chemical data

- **Basis of the binder:** Epoxyester
- **Colour:** silver-metallic, similar to galvanizing
- **Smell:** solvent
- **Degree of gloss** (at measurement angle 60° acc. to DIN 67530): matt, 5-10 gloss units
- **Efficiency:**
  Depending on consistence and color of the ground:
  400 ml are sufficient for approx. 1.5 m² at covering layer
- **Drying time (at 20°C, 50% relative air humidity):**
  Dust-dry: after approx. 15 minutes
  Dry to touch: after approx. 60 minutes
  Cured: after approx. 12 hours
  The drying time depends on surrounding temperature, air humidity and thickness of the applied coat.
- **Temperature resistance:** up to 300°C
- **Storage stability:**
  10 years if appropriate storage provided (=10°-25°C, relative air humidity of max. 60%)
- **Size:**
  aerosol cans, maximum nominal volume 400 ml

Environment and labelling

Environmentally sound: European Aerosols is committed to apply formulations without restricted or critical ingredients and to achieve best possible performance. The caps and packagings are made of recyclable material.

Disposal: Only the completely emptied cans should be put into the recycling skip or appropriate container for reclaimable refuse. Cans which are not empty should be disposed off as "special refuse".

Marking/Labelling: All products made by European Aerosols comply with the actual labelling regulations according to Preparation Guideline 1999/45/EG. All aerosols correspond to TRGS 200 and TRG 300 as well as to aerosol guideline 75/324/EWG in the actually valid version.

Using instructions

The most DUPLI-COLOR spray paints have a so-called no-spray ring or a tamper-proof cap. This is to avoid unauthorized use. Please see the corresponding advises on the cap or on the label.
Before use, carefully read and observe the warning texts on the label!

Application

- The ground has to be clean, dry and free from rust and fat.
- Shake can vigorously for approx. 2 minutes.
- Test spray at an invisible spot.
- Apply several covering coats.
- Spray from a distance of approx. 25 cm.
- Can be coated with itself. It is possible before and to apply a top coat.

Tips for spray painting

Protect the object and the surrounding area from spray mist. When painting small areas it is recommended that a piece of card is used as a mask, with a hole cut in it slightly larger than the area to be sprayed. The mask should be held 1 to 2 cm from the surface. With this method, the mainly part of the spray mist is brought under control. It recommends to mask parts not to be lacquered, to protect the surrounding against the spray mist.

The aerosol can should have room temperature.

Temperature should range between +10°C and +25°C, max. air humidity 60 %.

Store in a dry place. Protect from direct sunlight and other sources of heat. Use only during dry weather, in places protected from the wind, and in well-ventilated rooms. Follow the warning texts on the labels!

Disclaimer of liability

This application-technological information is given to the best of our knowledge. The notes mentioned herein are, however, non-binding and do not exempt you from own tests to see whether the products supplied by us are suitable for your special application. The use and processing is beyond

our control and therefore exclusively in the responsibility of the user. European Aerosols is let off the liability, unless the liability-based incident is caused by a fault incurred to European Aerosols.

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