

# Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

## Definition and description

Mazda 51K is a three-stage basecoat system that consists of three separate layers to be applied to create this special effect color based on the following steps.

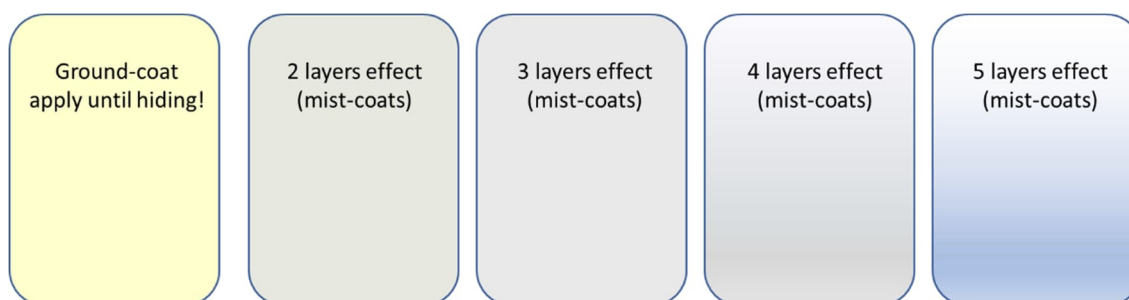
1. Basecoat Ground coat color (Layer 1)
2. Basecoat Effect color (Layer 2)
3. Clearcoat finish



## Color check by spray out samples

Correct color match needs to be determined by producing a number of color spray-out samples. The color is determined by achieving full hiding of the ground coat color, then by applying a number of coats with the mid coat color to determine the correct color match. The correct process to determine the correct color match is as follows:

1. Mark the spray out panels on the back with the amount of layer 2 to be applied
2. Distribute spray out panels evenly in the required number of panels usually 3-5
3. Apply a white primer color or CBP002
4. Apply the ground coat color until hiding on all panels as per basecoat TDS
5. Mask of all panels individually except one, should be masked in a way that after each layer the masking can be removed from one panel at a time
6. Next apply one single coat of the layer 2\* color to the unmasked panel  
 \* **Layer 2 should be applied in the same way a mist-coat is applied as with a 2-stage metallic color**
7. Allow sufficient flash-off time of the layer 2 and **remove the masking from one panel** before continuing.
8. Next apply one single coat of the layer 2 to all panels
9. Repeat steps six and seven, as this will result in 2 to 5 spray-out panels
10. Allow for a 10-15 minutes flash-off time at 75°F (25°C) prior to clearcoat application.
11. Before clearcoat application mask of a part of the panel to show the final basecoat color (without Clearcoat) which can be used to check the color during the repair process
12. Apply two single layers of clearcoat



\* Effect-coats should be applied how a mist/drop/orientation-coat is applied with a 2-stage metallic color

- By using these panels, the technician can determine the right amount of layer 2 layers for a good color match
- Number each panel, indicating the number of effect coats on the panel
- Personal application differences make it recommended that each painter creates their own spray-outs
- To obtain an accurate color match, spray the panels as if applying to a vehicle, i.e. place all spray-outs on one larger panel and spray complete panel for each coat

**DO NOT SPRAY EACH PANEL SEPARATELY.**

- The application will vary depending on temperature, humidity and applicator and therefore could have an influence on the final colour accuracy

# Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

## Suitable substrates

All Existing OEM finishes  
 All current Sikkens preparatory products with the exception of Washprimers

## Surface preparation



### Primer (Sanding) area

Final sanding step P600

- Initial sanding steps may be executed with a coarser sanding grit; P400-P500
- Respect a maximum 100 sanding grit step difference or less throughout the sanding procedure
- For detailed surface preparation see TDS S8.06.02



### Basecoat blend area

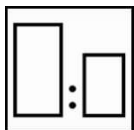
Final sanding step P1000

- Initial sanding steps may be executed with a coarser sanding grit P600 - P800
- Respect a maximum 200 sanding grit step difference or less throughout the sanding procedure
- For detailed surface preparation see TDS S8.06.02



Surface cleaning: remove contamination using an appropriate surface cleaner.

## Layer 1 application



100 parts by volume of Layer 1  
 5-10 parts by volume Activator WB

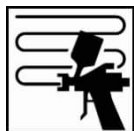


Use Sikkens measuring stick  
 14 Blue



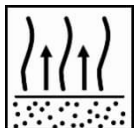
Spray gun set-up:  
 1.3-1.4mm

Application pressure:  
 1.7-2.0 bar at the air inlet  
 HVLP max 0.6-0.7 bar at the air cap



Apply layer 1 until complete hiding, flash-off after each coat fully

Note: ensure a smooth transition from the ground-coat (Layer 1) color to the OEM end color

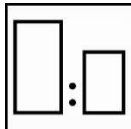


Flash off by increasing airflow until completely dry after each coat  
 Mist coat must be flashed until completely dry before the application of layer 2

# Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

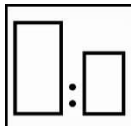
**Wet bed and Intermediate coat mixing (only mandatory when executing a spot repair, blending)**



**Wet Bed mixture:**

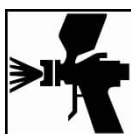
100 Sealer WB or a mixture of MM666 / MM600 Ratio: 60 /40  
 20 Parts of Activator WB

*Note: A smooth flat surface is mandatory to have the small metallic of the layer 2 consistently orientated.*



**Intermediate coat mixture:**

10 parts by volume of layer 1 (activated with Activator WB)  
 90 parts by volume of Wed Bed mixture (activated with Activator WB)



Spray gun set-up:

1.3 - 1.4mm

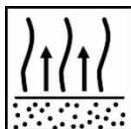
Application pressure:

1.7-2.0 bar at the air inlet

HVLP max 0.6-0.7 bar at the air cap



Note: create a smooth and cloudiness-free transition from the layer 1 color to the OEM end color with the use of this Intermediate coat (from covering too translucent)



Flash off by increasing airflow until completely dry after each coat

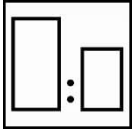
Ensure the wet bed layer is flashed off until completely dry before layer 2 application

# Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

## Layer 2 application

Mix the layer 2 formula.



100 parts by volume of Layer 2  
 100 parts by volume Activator WB

*\*Standard variant: If the Layer 2 formula contains the metallic toner 800NX, 2% of the Layer 1 color must be added to the Layer 2 mix before adding Activator WB*

\*Filter with a 80-90 micron paint strainer maximum  
 (If not available, use 2 pieces of 125 micron paint-strainers)



Use Sikkens measuring stick  
**Any**



Spray gun set-up:

RP / LVLP spraygun 1.3mm

Application pressure:

2.0 bar at the air inlet

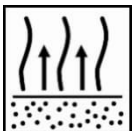
Adjust needle from fully closed (no paint flow) to one turn out for optimal atomisation for this particular color

Layer 2 should be applied the same way as a mist/drop/orientation-coat is applied with a 2-stage metallic color



Apply the number of the mixed layer 2 until the desired color is achieved, flash-off after each coat till completely matt (adjust spraygun to the advised settings)

- Check the correct color match using the pre-determined sprayout panels without clearcoat application
- Layer 2 should be applied like a mist / drop/orientation-coat is applied with a 2-stage metallic color

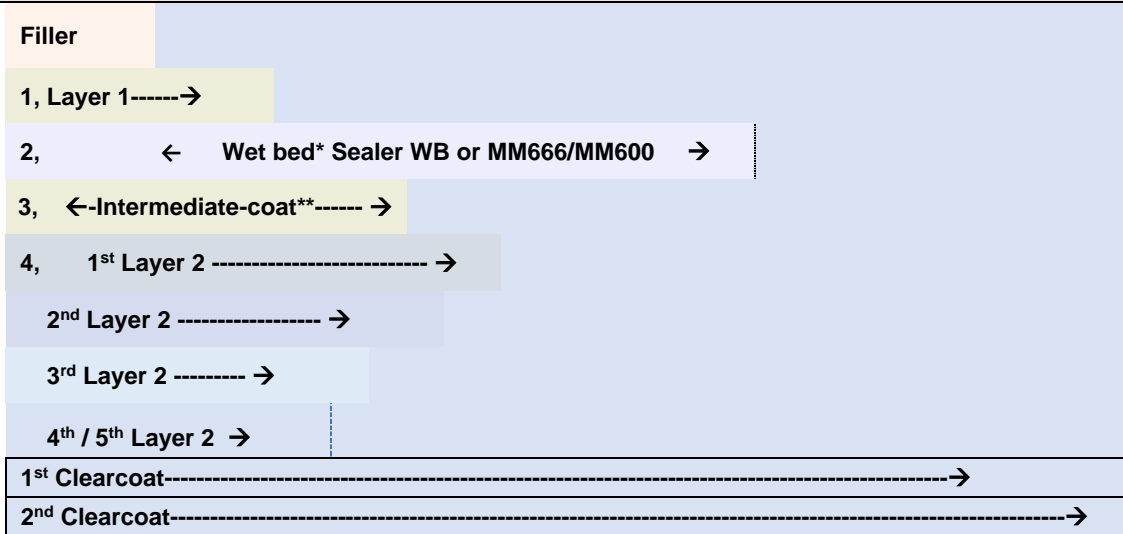


Flash off by increasing airflow until completely dry after each coat and before Clearcoat application.  
 Allow 10-15 longer flash off before clearcoat application.

# Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

## Repair Process



- 1, Apply layer 1 creating a smooth transition from hiding to transparent into the OEM color
- 2, Apply a wet bed /pre-coat to create a flat surface for the intermediate coat
- 3, For a smoother color transition: apply the intermediate coat over the edge of layer 1 to the OEM color (\*do not leave the wet bed to dry, apply into the wet bed to ensure good flow)

**Note:** A wet bed / pre-coat can also be applied over the intermediate coat. It is vitally important to have a smooth surface prior to layer 2 application

- 4, First layer 2 / layer to be applied overlapping the intermediate coat

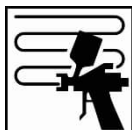
Sequential layers should be applied inside the first layer of Mid-coat.

Layer 2 should be applied the same way as a mist/drop/orientation-coat is applied with a 2-stage metallic color.

Flash off between coats

Use an appropriate tack rag to remove the overspray before clear-coat application

## Clearcoat



Apply clearcoat as normal.  
 See Technical Data Sheet of clearcoat used



Use suitable respiratory protection  
 Akzo Nobel Car Refinishes recommends the use of a fresh air supply respirator.

# Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

## Points to pay attention to when applying MAZ51K:

- Mix and apply layer 1 (Ground-coat) as a normal Autowave solid color
- Ensure to have a smooth and gradually blend of layer 1 into the original color
- Check if the Layer 2 contains 800NX, if this is the case: add 2% of Layer 1 to Layer 2 before mixing 1:1 with Activator WB
- Adjust the needle of the spraygun as recommended for layer 2 as its different than a regular Autowave color
- Do not apply layer 2 (too) wet, apply thin (mist-coat) layers, eave to flash off between layers and before clear-coat. Use the recommended gun setup/adjustment.
- Application technique/skills can differ by painter, so the advice is that the sprayouts are painted by the same painter to whom is refinishing the vehicle
- Apply nice even passes with **increased** distance to avoid applying too wet
- Tack rag object before clearcoat application
- Use the recommended clearcoat

### Akzo Nobel Coatings LTD

**Address:** Unit 2B, Didcot Park  
Churchward, Southmead Industrial Estate  
Didcot, Oxfordshire, OX11 7HB  
**Tel:** +44 (0)1235 862226

### FOR PROFESSIONAL USE WITH SUITABLE HS&E EQUIPMENT

**IMPORTANT NOTE** The information in this data sheet is not intended to be exhaustive and is based on the present state of our knowledge and on current laws: any person using the product for any purpose other than that specifically recommended in the technical data sheet without first obtaining written confirmation from us as to the suitability of the product for the intended purpose does so at his own risk. It is always the responsibility of the user to take all necessary steps to fulfill the demands set out in the local rules and legislation. Always read the Material Data Sheet and the Technical Data Sheet for this product if available. All advice we give or any statement made about the product by us (whether in this data sheet or otherwise) is correct to the best of our knowledge but we have no control over the quality or the condition of the substrate or the many factors affecting the use and application of the product. Therefore, unless we specifically agree in writing otherwise, we do not accept any liability whatsoever for the performance of the product or for any loss or damage arising out of the use of the product. All products supplied and technical advices given are subject to our standard terms and conditions of sale. You should request a copy of this document and review it carefully. The information contained in this data sheet is subject to modification from time to time in the light of experience and our policy of continuous development. It is the user's responsibility to verify that this data sheet is current prior to using the product.

Brand names mentioned in this data sheet are trademarks of or are licensed to AkzoNobel.

#### Head Office

AkzoNobel Car Refinishes B.V., PO Box 3 2170 BA Sassenheim, The Netherlands. [www.sikkenscr.com](http://www.sikkenscr.com)