

Autobase Plus Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

Definition and description

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

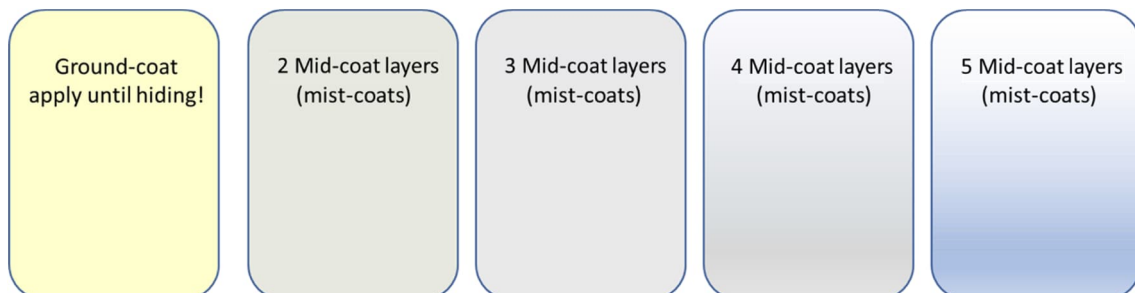
1. Basecoat ground coat color
2. Basecoat Mid-coat (effect layer)
3. Clearcoat finish



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 number of mid-coat layers to be applied
2. Distribute spray out panels evenly in the required number of panels usually 3-5
3. Apply a white primer
4. Apply the ground coat color as per basecoat TDS until hiding and leave to flash off totally
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 mid-coat* color to the unmasked panel
- * **Mid-coats 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 mid-coat and **remove the masking from one panel** before continuing
8. Next apply one single coat of the mid-coat to the remaining panels
9. Repeat steps six and seven, this will result in spray-outs panels varying from 2 to 5 Mid-coats
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 coats of clearcoat, avoid applying the first coat too heavy



- By using these panels the technician can determine the right number of midcoat layers for a good color match
- Number each panel, indicating the number of Mid-coats on the panel
 - It is advised, due to personal application differences/skills 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 number of midcoat layers

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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

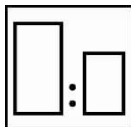


Surface cleaning: remove contamination using an appropriate surface cleaner.

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Groundcoat mixing / application



100 parts by volume of Groundcoat
 50 parts by volume Plus Reducer Medium/Slow



Use Sikkens measuring stick
1 Black



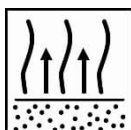
Spray gun set-up:
 1.3-1.4mm

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



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

Note: ensure a smooth transition from the ground-coat color to the OEM end color



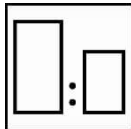
Mist coat has to be flashed until completely dry before midcoat application



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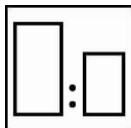
Wet bed and Intermediate coat mixing (only mandatory when executing a spot repair, see picture repair process)



Wet Bed mixture:

100 parts mm Q070
 50 parts Plus Reducer Medium / Slow

Note: a smooth flat surface is mandatory to ensure even orientation of the Mid-coat



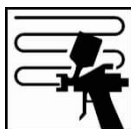
Intermediate coat mixture:

100 parts of Groundcoat (thinned with Reducer Plus)
 50 parts of Wed Bed mixture (thinned with Reducer Plus)

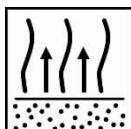


Spray gun set-up:
 1.3mm

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 transition from the ground-coat color to the OEM color



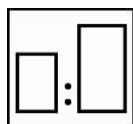
Mist coat has to be flashed until completely dry before midcoat application

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Mid-coat mixing / application

(Adding Thinner to the Mid-coat formula by weight is recommended)



By weight (recommended)		By Volume	
10(0)gr	51K formula layer 2 (Mid-coat)	1 part	51K formula layer 2 (Mid-coat)
200(0)gr	Plus Reducer Medium/Slow	20 parts	Plus Reducer Medium/Slow

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



Spray gun set-up:

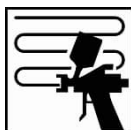
RP spraygun 1.3mm

Application pressure:

2.0 bar at the air inlet

Adjust needle from fully in to two turns open for optimal atomization for this particular color

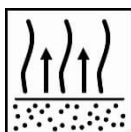
Mid-coats should be applied in thin layers with increased distance.



Apply the number of Mid-coat's 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

- Mid-coats (layer 2) should be applied in thin layers with increased distance, ensure same application on car as with sprayouts

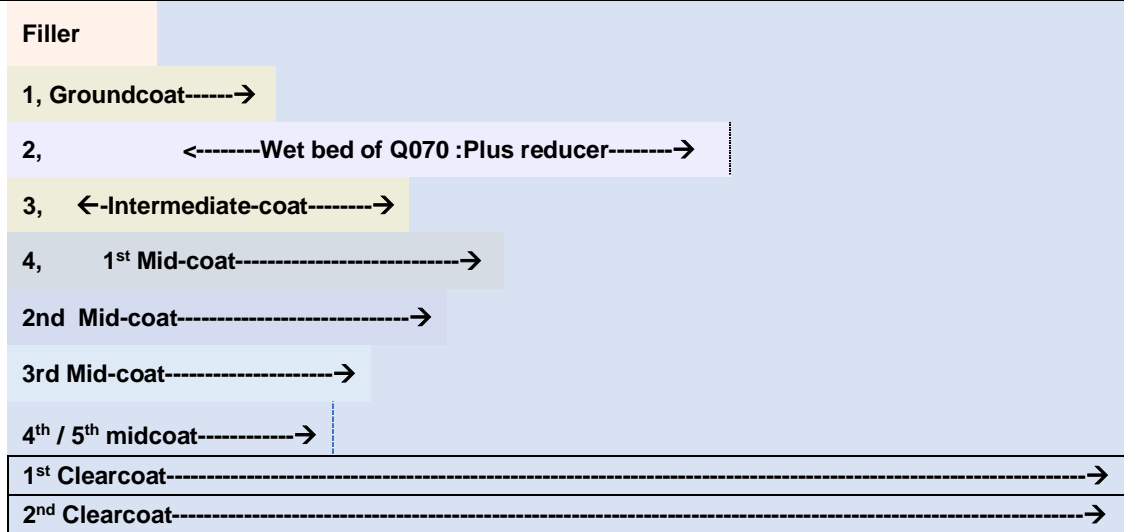


Flash off by increasing airflow until completely dry after each coat and before Clearcoat application. Allow a 10 minutes longer flash off before clearcoat application.

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Repair Process



- 1, Apply groundcoat creating a smooth blend/transition from hiding to transparent into the OEM color
- 2, Apply a wet bed /pre-coat to create a smooth and flat surface for the intermediate coat
- 3, For a smoother color transition: apply the intermediate coat over the edge of the ground-coat to the OEM color
- 4, First Mid-coat layer to be applied overlapping the intermediate coat
 - Sequential layers should be applied inside the first layer of Mid-coat
 - Mid-coats should be applied in thin layers with distance.
 - Flash off between coats and allow extra flash off before clear-coat
 - 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.

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Points to remember pay attention to:

-Mix and apply layer 1 (Ground-coat) as a normal solid Autobase Plus color

-Ensure to have a smooth and gradually blend of layer 1 into the original color

-The Layer 2 (Mid-coat color) has a different mixing ratio than Layer 1! (Mixing by weight is recommended!)

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

-Do not apply the Mid-coat (too) wet, apply thin (mist-coat) layers and leave to flash off between layers and before clear-coat, use the recommended gun setup/adjustment

-Application technique/skills can differ by painter so the advise is that the sprayouts are painted by the same painter as the car will be painted

-Apply nice and even passes with increased distance to avoid applying too wet

-Tack rag before clearcoat

-Use the recommended clearcoat

-Do not apply the clearcoat too wet

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